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AMAZING BRADMAN.

SCORES 309 NOT OUT IN THE TEST.

BREAKS ALL THE INDIVIDUAL
BATTING RECORDS.

TOURISTS 458 FOR 3.

Donald Bradman, the young Australian cricketer, shattered more Test match records yesterday, when, in the Third Test against England, he made the amazing score of 309 not out. In the Second Test a fortnight ago he made the highest score of any batsmen in a previous Test match in England and to-day he broke the record for the highest individual score in a Test. This was established by R. E. Foster, who made 287 at Sydney in 1904.

In addition to this record, Bradman set up a new third wicket partnership record. With Kippax he added 229, breaking the Australian third wicket record against England of 207 established by Murdoch and Scott at the Oval in 1884.

Batting all yesterday, Australia scored with unusual rapidity and when stumps were drawn the score was 458 for three wickets. Woodfull, the "unbowable," was clean bowled by Hammond, and Tate captured the other two wickets.

Duckworth dropped Bradman when he had scored 273. Bradman and McCabe are still together and will continue the Australian innings to-day.

RECORD THIRD WICKET STAND.

London, July 11.
Donald Bradman, the twenty-two year old New South Wales cricketer shattered records at Leeds to-day when in the third Test match against England he scored 309 runs and was still undefeated when stumps were drawn for the day with the Australian's total at the colossal figure of 458 runs for only three wickets. The score at the close of play to-day was as follows:

W. M. Woodfull, b Hammond 50
A. Jackson, c Larwood, b Tate 1
D. G. Bradman, not out 309
A. F. Kippax, c Chapman, b Tate 77
S. McCabe, not out 12
Extras 9

Total (3 wickets) 458

Before the game started at Leeds this morning Mr. W. L. Kelly, the manager of the team, announced that Ponsford was unable to play. He became indisposed yesterday and the doctor diagnosed a mild attack of gastritis. Ponsford was again examined tonight and was pronounced unfit to take part in the match. The Australia team was announced as Woodfull, Bradman, Oldfield, Wall, Grimmett, aBeckett, Hornibrook, Kippax, McCabe, Jackson and Richardson. Jackson and aBeckett are playing for the first time in Test matches this year. The twelfth man is Hurwood.

Two for One Wicket.

Chapman's traditional luck failed him to-day when he lost the toss to Woodfull who decided to bat. The weather was fine, the wicket firm and a crowd of 25,000 saw Larwood and Tate open England's attack. Jackson hit Tate's fifth delivery straight to Larwood at forward short leg when he had made only one run. Larwood made no mistake and as Woodfull had only one run to his credit Australia were two runs for one wicket.

Bradman came out to take the place of Jackson and the batting then showed a remarkable contrast. Woodfull was dour and uninspired but Bradman batted brilliantly, scoring all round the wicket.

He accomplished the rare feat of scoring a century in a Test match before lunch. This equals McCartney's performance in 1926 and Trumper's century before lunch in 1902 at Manchester.

Woodfull Clean Bowled.

Woodfull stayed at the wicket to get his fifty in two hours and forty-five minutes. Chapman, the English captain, ignored the possibilities of using Leyland, who is playing for the first time in a Test match this year, and persevered with Hammond who eventually clean bowled the "unbowable."

When Woodfull's wicket fell the Australian's score was 194 for two wickets. During his innings the Australian captain was watchful, and on the defence. He gave an exhibition of careful placing, and hit four fours. The 200 went up on the board after the innings had been in progress for 175 minutes.

Bradman was joined by Kippax. The young New South Wales man continued to punish all the bowlers. He scored very rapidly with powerful drives and reached his 200 in 210 minutes.

All Records Go.

Bradman broke R. E. Foster's highest individual score in a Test match which was made at Sydney in 1904. In the previous Test match, which started at Lord's on June 27, Bradman made the highest score of any batsmen in a Test match in England, beating the record established by Murdoch in 1884 with a score of 211.

Bradman beat the record easily with 254, hitting 25 fours. This young batsman has now knocked all Test batting records sky high both in Australia and England.

To-day, with Kippax, Bradman added 229, breaking the Australian third wicket record against England established by Murdoch and Scott of 207 at the Oval in 1884.

Duckworth's Lapse.

Duckworth dropped Bradman when he had scored 273 from the bowling of Geary. Bradman was at the wicket to-day for five hours and forty minutes, scoring at a very high rate. In his innings he hit no fewer than 42 fours. Kippax hit straight to backward point and hit six fours. He did not give a single chance during the 165 minutes he was batting. His downfall came when he was out to a catch by Chapman off Tate's bowling, the Australian score then being 423 for three wickets.

THE RECORD BREAKER.

Donald Bradman and Some of His Feats.

A short, sturdy youth of 22, with a cheerful smile and a happy-go-lucky temperament that enables him to play his natural game even in a Test crisis—such is Don G. Bradman. He is the most amazing scorer on Australian wickets since the rise of Ponsford. The regularity and effortless dash with which he has smashed Ponsford's records and now all individual Test batting records lead to the conclusion that he is the world's greatest batsman. He beat Ponsford's 437 with a hurricane 452 not out against Queensland in six hours. He hit up 840 against Victoria, and last season

ECONOMY IN THE GOVERNMENT.

GOVERNOR APPOINTS COMMISSION.

WIDE TERMS OF REFERENCE PROVIDED.

FIVE HEADINGS.

In accordance with the undertaking given by His Excellency the Governor, during the discussion of the Salaries Commission Report in the Legislative Council recently, a Retrenchment Commission has been appointed with a view to effecting economies in the administration of the affairs of the Colony.

The current issue of the Gazette gives the terms of reference and the personnel of the Commission, which has been appointed by H. E. the Governor, with the advice and consent of the Executive Council.

The members of the Commission will be as follows:
Mr. M. J. Breen (Chairman).
The Hon. Mr. J. J. Paterson.
Mr. John Scott Harston.
Mr. Wm. Ngaryse Thomas
T'ani, LL. B. (Lond).

Mr. A. W. G. H. Grantham is to be Secretary to the Commissioners, who are required to report their findings to H. E. the Governor at as early a date as possible.

Who's Who.

Mr. Breen, the Chairman of the Commission, is a Cadet Officer in the Government service. He arrived in the Colony in 1907 and has held various posts. At present he is Postmaster General.

The Hon. Mr. Paterson is the partner of Messrs. Jardine, Matheson and Co., Ltd.

Mr. John Scott Harston, who is a well-known lawyer and Company Director, has a wide knowledge of the affairs of the Colony, in which he has resided for many years. He was a member of the Stamp Duties Committee appointed last year.

Mr. W. N. Thomas T'ani is a barrister and Hon. Secretary of the Chinese Merchants Club. He is regarded as one of the leading local Chinese students of economics.

Terms of Reference.

The terms of reference are set out as follows:

- (1) The sufficiency of the existing staff of the Government service and its effective employment.
- (2) The possibility of reducing such staff by re-distribution of work or by abandonment of unnecessary work.
- (3) The possibility of extending the method of temporary engagement of Government officers for particular duties.
- (4) The sources from which the personnel of Government offices should be supplied and the terms of service.
- (5) The possibilities of economy in the general administration of the Government or in any branch of the Government service.

A 44-HOUR WEEK NOW URGED.

BY INTERNATIONAL TRADE UNION CONGRESS.

Stockholm, July 11.

At its closing session, the International Trade Union Congress laid down a programme for a 44-hour week, as a step towards a still further reduction.—*Reuter.*

he had the record aggregate of 1,690 and an average of 148 runs per innings.

The English bowlers knew him well before the present Test. He began with 87 and 132 not out for New South Wales against the hundreds in the Tests. Larwood, Tate, White, Geary and Freeman—Bradman played them all with the ease and confidence of a master. Bradman's style is not academic, but he has the eye of an eagle and wrists of steel. He drives with enormous power and does not know what nerves mean. Add to that the fact that he bowls leg-break—not particularly well—and fields in the country like Pat Hendren, and there is the most outstanding cricketer of modern times.

OPENING OF NEW FREE PORT.

GOVERNORS OF HONGKONG & MACAO INVITED.

NEED OF DREDGING.

Canton, May 11.
General Tang Yin-wah, the popular Commissioner of Reconstruction, took the chair at a recent meeting of the special committee for the organisation of the ceremony of opening the free port at Tongka Wan, in the Chung Shan Model District, which is to take place on the 20th of this month.

A number of resolutions were passed by the organising committee in order that the opening ceremony shall be held with the dignity which the occasion demands.

Mr. Leung Chick-wai was appointed to interview the British and Portuguese Consul-Generals at Shanghai, to make arrangements to invite Their Excellencies the Governors of Hongkong and Macao to be present at the opening ceremonies. It is believed that the Consular Body of Canton is also likely to be invited to the opening ceremony.

The Chinese steamships Tai Lee and Tin Yat at present on the Hongkong-Canton run, are being

SHANGHAI DOCTORS RAISE FEES.

Increase of 25 Per Cent. as
From July 1.

HIGH COST OF LIVING.

Shanghai, July 12.
In conformity with the increase in the cost of living and the greater cost of overhead charges, Shanghai doctors, through their recently-formed Association, have decided to raise their fees by twenty-five per cent.

This applies in the case of new patients and new contracts as from July 1.—*Our Own Correspondent.*

chartered to convey the large number of officials and guests to the ceremony.

The Military Headquarters here is being requested to send one company of police to Tongka-wan in two days before the ceremonies, in order to give full protection to the visitors.

Mr. Tao Li-chien is to be President of the Entertainment Committee for foreign visitors, and Mr. Leung Chick-wai, Mr. Tsang Yau-hang, and Mr. Li Fong, to be the other members of this Committee.

The preparations for the opening seem to be very complete, and once the port has been opened, the matters of building the port, constructing wharves, godowns, roads, railways, Custom House (for even a free port must have a Custom House), dredging the entrance etc., will be proceeded with.

In the meantime we hear on good authority that a coastal vessel drawing only sixteen feet recently made a trial run to Tongka-wan and was unable to get nearer than six miles of the intended free port. Certainly a good deal of dredging will be necessary.—*Our Own Correspondent.*

HEAT-WAVE DESCENDS ON U.S.A.

OVER FORTY DEATHS SO FAR REPORTED.

Chicago, July 11.
The worst heat-wave for the past ten years has descended on the Central States, the average being over 100 degrees. Forty deaths have so far been reported.—*Reuter's American Service.*

BANK RATE REDUCED.

New York, July 11.
A message from Atlanta (Georgia) state that the Atlanta Federal Reserve Bank is reducing its rediscount rate from four to three and a half per cent.—*Reuter's American Service.*

COUNTY CRICKET RESULTS.

ONLY TWO MATCHES WON OUTRIGHT.

WARWICK BEAT NOTTS. ON FIRST INNINGS.

WIN FOR YORKSHIRE.

London, July 11.
The County cricket matches which finished to-day produced ten centuries. There was a great variation in the scoring, but generally speaking the batsmen came off better than the bowlers. Few of the matches were fully decided, Nottingham being among the teams to lose on the first innings.

Results in Brief.

Sussex beat Gloucester by eight wickets at Brighton.

Hampshire won on the first innings against Essex at Southampton.

Worcester won on the first innings at Northampton v. Northants.

Leicester won on the first innings against Glamorgan at Cardiff.

Kent won on the first innings against Middlesex at Folkestone.

Warwick won on the first innings against Nottinghamshire at Birmingham.

Yorkshire beat Somerset by 170 runs.

The Honours List.

The principal batting and bowling performances in the matches which ended to-day are set out below:

Batting.	
Oldroyd (Yorkshire)	164
Whysall (Notts)	158
Walters (Worcester)	157
Hearne (Middlesex)	144
Jupp (Northants)	142
Dawson (Leicester)	135
Wright (Worcester)	134
H. Parks (Sussex)	133
Bowley (Sussex)	125
Sanfild (Warwick)	109
* Not out.	

Bowling.	
Hammond (Gloucester)	7 for 87
Sinfield (Gloucester)	6 for 89
Freeman (Kent)	5 for 36
and	5 for 38
Hardinge (Kent)	4 for 121
Bowes (Yorkshire)	5 for 36
Rhodes (Yorkshire)	4 for 39

Sussex v. Gloucester.

Gloucester failed very badly in their visit to the wicket the first time and were soon sent back for the poor total of 130. Sussex, however, could not get the measure of Sinfield's bowling and the team would have had a sorry figure if it had not been for a fine stand made by H. Parks who scored well over half the total. Parks made 133, the Sussex team being sent back for 234. Sinfield took six wickets for 89 runs.

Gloucester made 298 in their second knock and Sussex had a comparatively easy task in front of them. They knocked up the necessary 195 for victory for the loss of only two wickets, Bowley carrying his bat for 126.

Hampshire v. Essex.

This proved to be a low scoring match, Hampshire being all out for 240 in the first innings. Essex replied with 233, but when Hampshire went in again they could only compile a total of 113. The game ended with the Essex score at 30 for no wickets in the second innings.

Worcester v. Northants.

Fine batting by Wright and Walters marked the first innings of Worcester. The county declared at 501 for six when Wright had been dismissed at 134. Walters, however, still kept his wicket intact at 167. Northants went in to make 329, Jupp missing his century by eight runs. In the second innings Northants made 335 for seven, Jupp this time making 142 not out.

Leicester v. Glamorgan.

Glamorgan made 197 in their first knock and Leicester replied with 373, Dawson scoring 135. The Glamorgan batsmen put up a much better show when they went to the wicket again and this time they made 355 before the last wicket fell. Leicester went in again, the game ending with their score

(Continued on Page 12.)

Bulls and Inners

From the Office Butts.

To-night's Broadcast:—The Kutie Kid will sing, "She was only a freeman's daughter, but oh how she laddered her hose!"

The "You Know" Series:—You know he's a school teacher, because he's always talking shop.

They say money talks, but most of the dollar notes we encounter seem to have developed laryngitis.

To Stubbs Road Motorists:—When rounding corners, remember the Boy Scouts and do a good turn.

There was a young man from the West
Who loved a fair maiden with zest
So hard did he press her
To make her say, "Yes, sir,"
That he broke three cigars in his vest.

The Bureau of Standards of the U.S. Department of Commerce has taken upon itself the task of defining the position of the woman's waist line. It seems that is a subject which could best be decided at an arms conference.

A cricket writer refers to a lot of expensive misses at the Oval. We've got them in Hongkong, too.

There's a good deal of sea-side at Repulse Bay. It's generally put on by the youth who strut about as if they owned the whole beach.

Some folk keep changing their mind but it doesn't seem to work any better.

In Chicago it is now proper, of course, for gangsters to refer to their descendants as off-shoots.

Classical infamous sayings:—"You're quite right my dear, I won't say another word."

The average Hongkong girl applies the asset test when it comes to picking a husband.

According to share reports, Ropes are weak. That's bad news for those contemplating suicide.

What with these daily showers, you might describe life in Hongkong as drench warfare.

This load-line question seems almost as difficult as the waist-line problem.

According to a medical man, England's greatest need is A.I. babies. Twins, of course, will always B.2.

"Collars should disappear and never come back," says a dress reformer. Our amah seems to be of the same opinion.

Judging from the number of permanent-wave establishments being set up in the Colony, Hongkong is becoming more hair-minded.

"The Financial Complex" has just been issued. It doesn't interest us. Our finances seem to have a go-plex.

We hear of a local accountant who was so absent-minded that he recently ordered a restaurant "boy" to bring him a double entree!

"Amy Johnson has added a fresh page to history," says a writer. A fly-leaf, we suppose.

Mosquitoes, we read, don't like yellow. That's good news for people suffering from jaundice.

The only flourishing people in Hongkong these days are sign-writers.

By the same token, it will be sometime before anybody really counts again—and he will be the timekeeper at the boxing tournaments.

The latest Aberdonian faux pas. The Scotsman with toothache who went to a cricket match because he heard that they drew stumps!

The blighter who dares to suggest, That "I am glad to meet you" is wrong
Is carried away in his zest, (I'd like to use language more strong).

Now where is the crime, to be glad,
To meet a congenial being?
Neither English nor grammar is bad,
It's a question of people agreeing.

This same blighter would doubtless exclaim,
"What a frightfully topping intention!"
If invited to join a campaign,
Called the "Cruelty to English Prevention."

It's all very well to talk of "A place for everything" but we wish the man we played bridge with last night would apply this dictum to his feet!

Some of these young bloods drive as though they own the road, when they don't even own the car.

Come to think of it we don't want to see the full report of the Currency Committee. It would only put another tax on our mind.

There is no truth in the rumour that *The Times* has had its prestige badly shaken.

Reading that the Home Government had a close shave, it is inferred that they were able to razor bare majority.

Labourites probably wish that the "chameleon of Criccleth" would get involved in the MacDonald tangle.

The coolies who were about to cook a canine carcass must have decided that these were the dog days.

When bigger motor-cars are built, it will take a magician to park them.

When officials say Canton isn't in danger, look out for trouble!

Sopranos really love those days when dreams shall all come true. Tenors never tire of stating how their skies will then be blue. Optimism keeps them busy as they warble on their way.

But the prospect makes me dizzy, and I think it's time to say "Dreams come true" would get me groggy. I am perfectly assured—For I've recollections foggy of the horrors I've endured. Due to thoughts of H. C. L. in an indiscreet degree.

Let the writers of those ballads come out East and really see!

Who says Hongkong doesn't lead? Australia is now increasing the petrol and tobacco taxes.

Couldn't we get Nicola busy on this currency problem?

The Simon Report, we read, has met with a ready sale in England. "Simon the Seller."

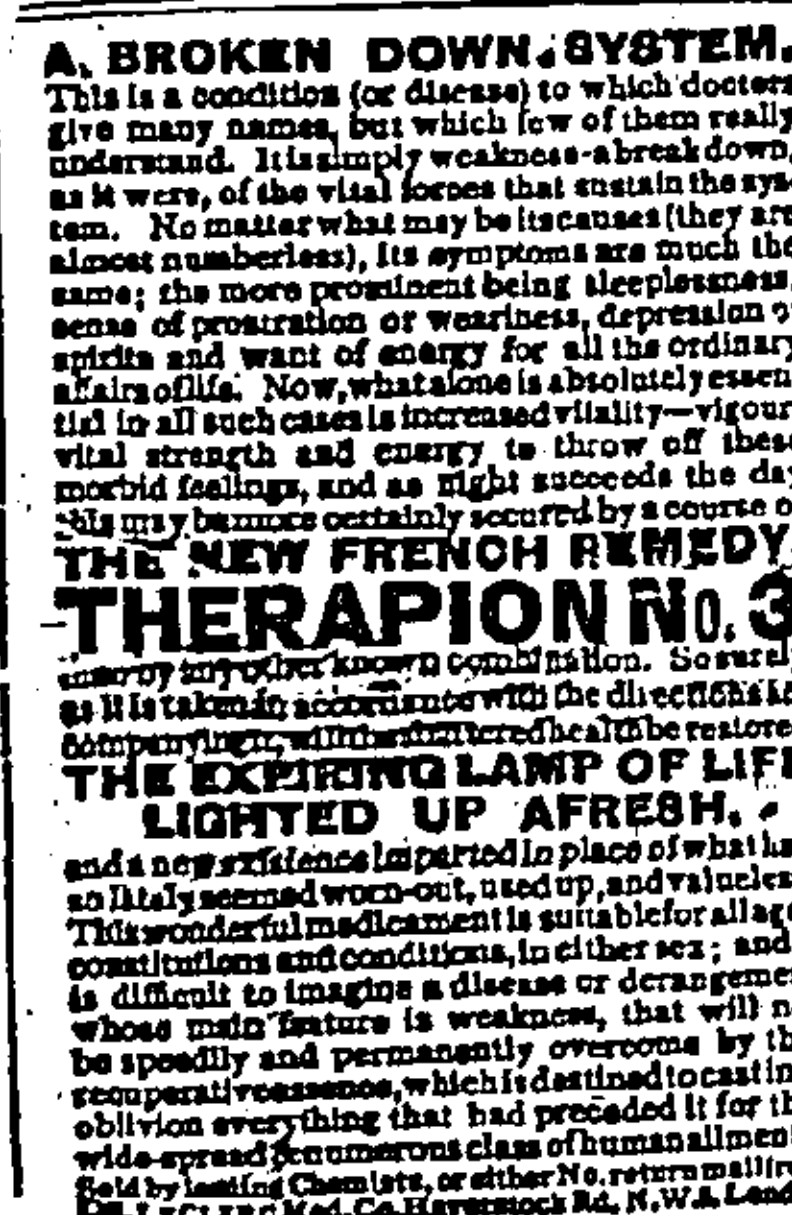
Children's Corner:—I am sure those of you who love pets are fond of them, and I want to help you all I can by assisting you as much as possible in caring for them. If you keep rabbits do not give them more than one meal at a time and do not let them remain in an empty hutch. Is not that fun-ny?—Unky-Wunky.

Motor-car necking parties are becoming increasingly popular on the Kowloon side. The sport of clings!

Judging from the number of old women in some Government Departments, they're already under-manned.

Tel. 22252.

Chu Ao-hsiang commends Dr. C. T. Wang's declaration against the practice of the doyen of the Diplomatic Corps speaking on behalf of the Corps, and regrets he did not say it two or three years ago, but suggests that Dr. Wang has only taken this action



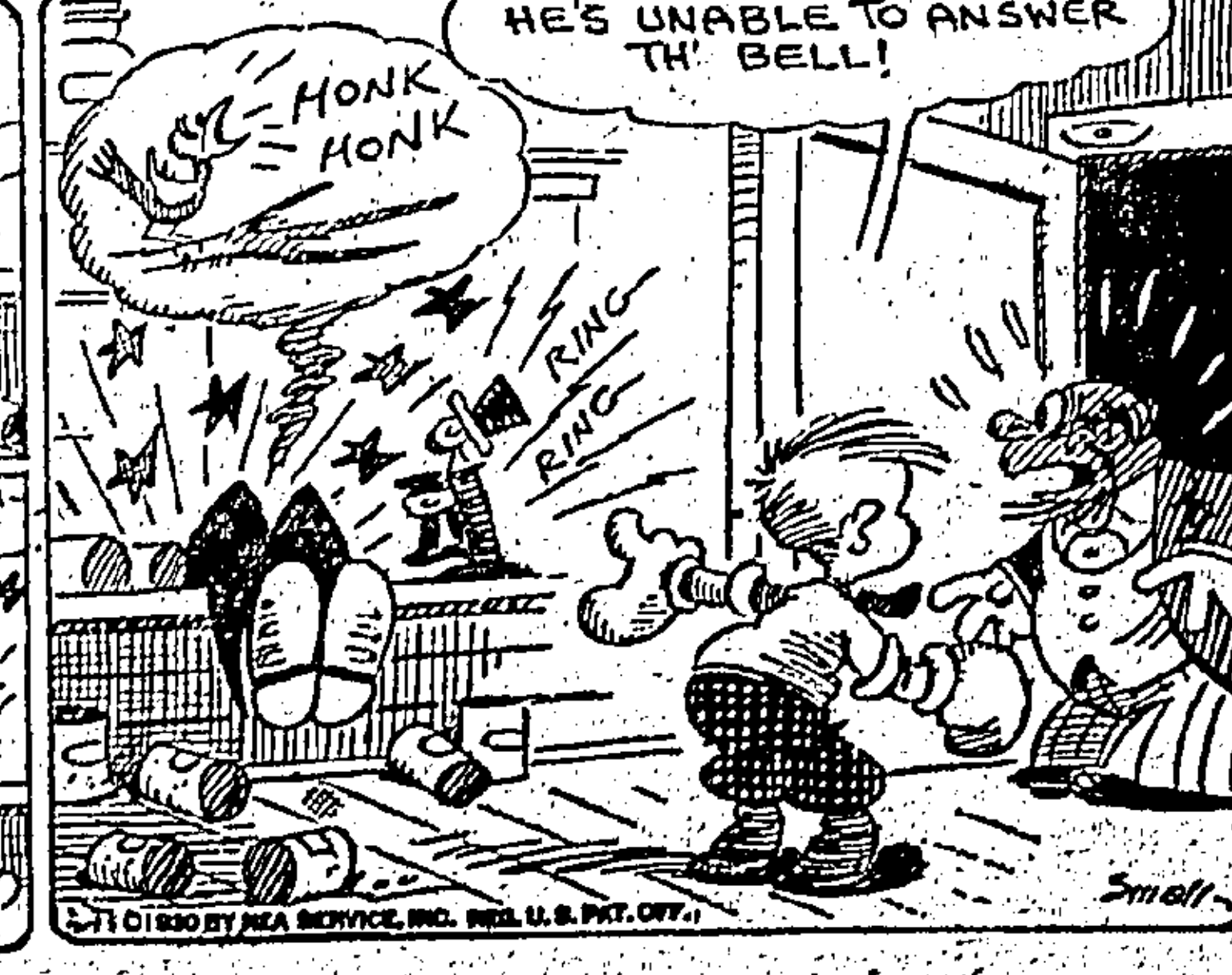
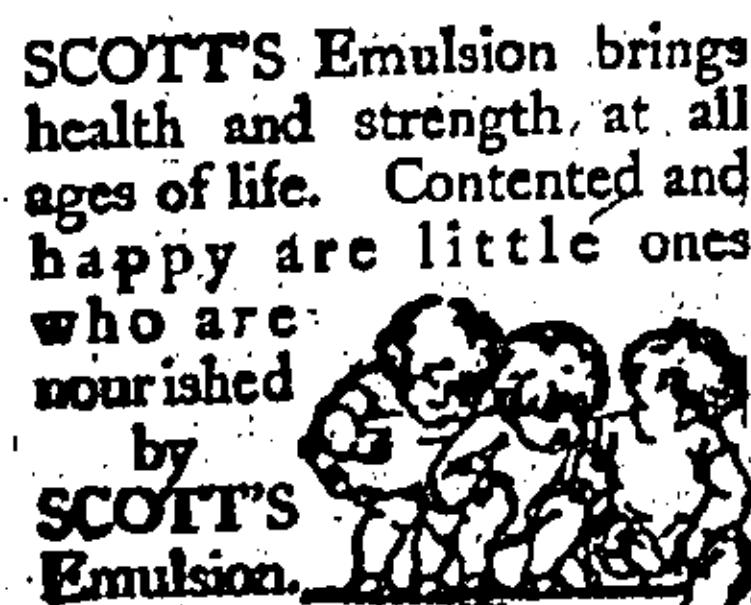
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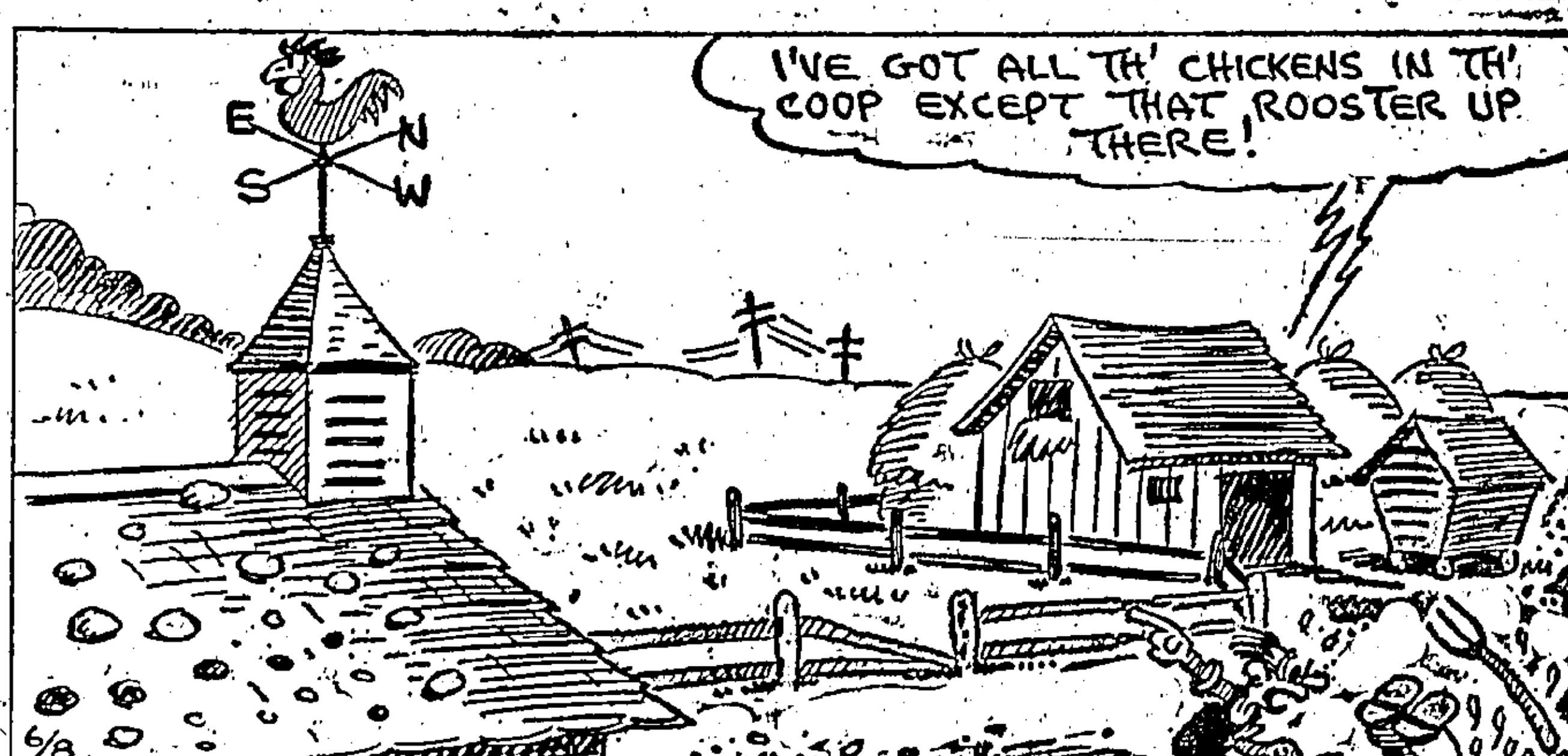
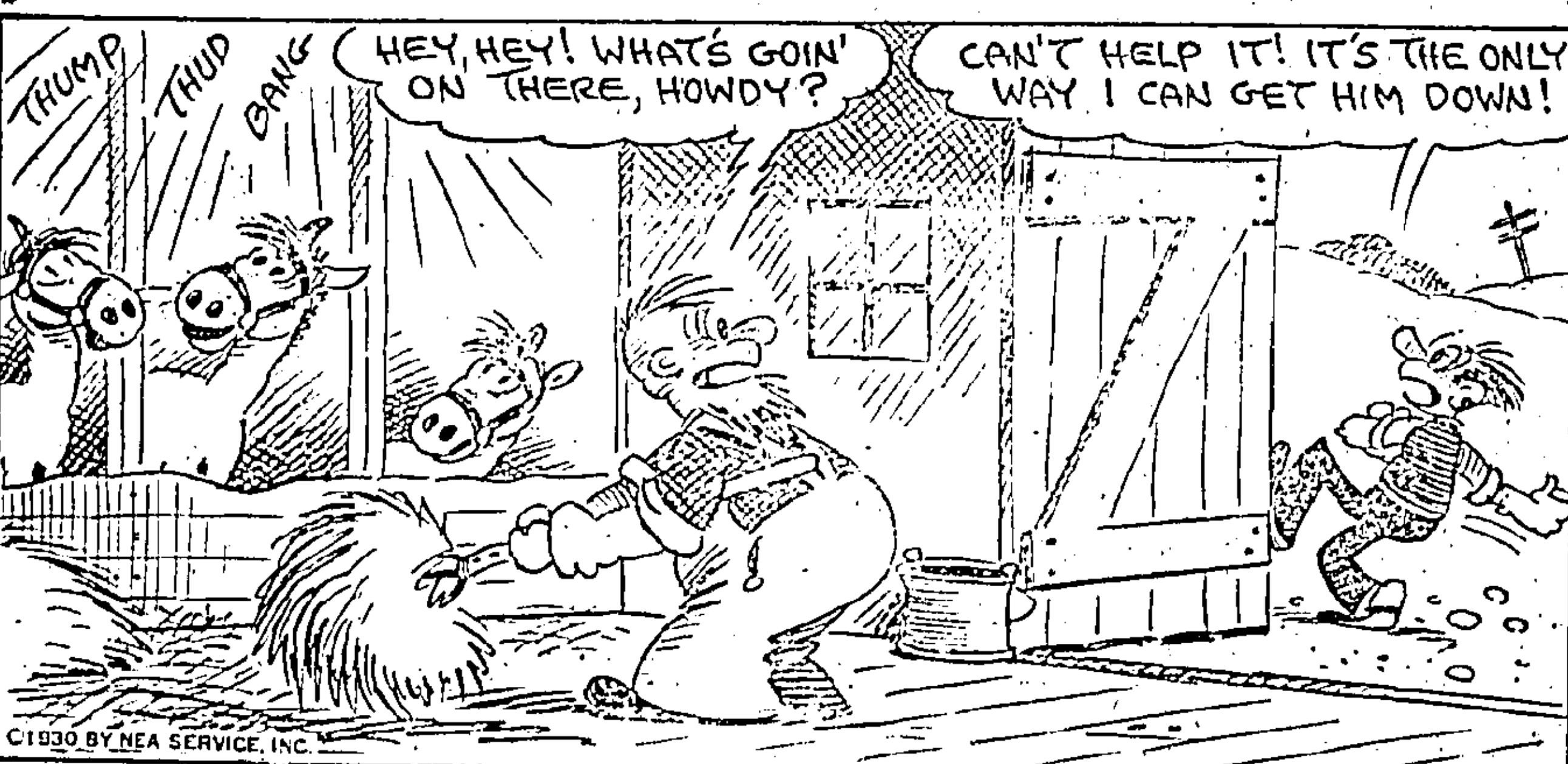
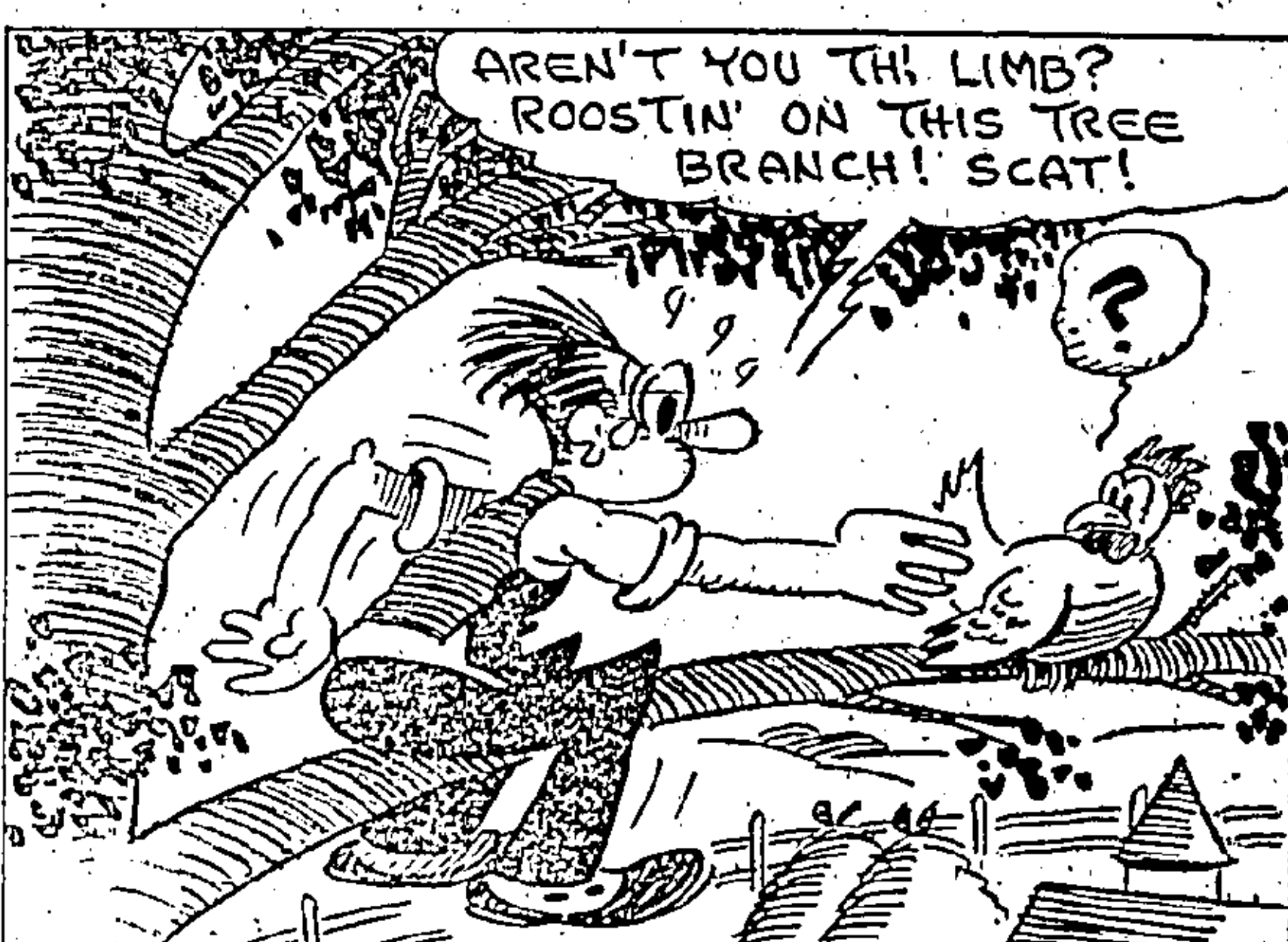
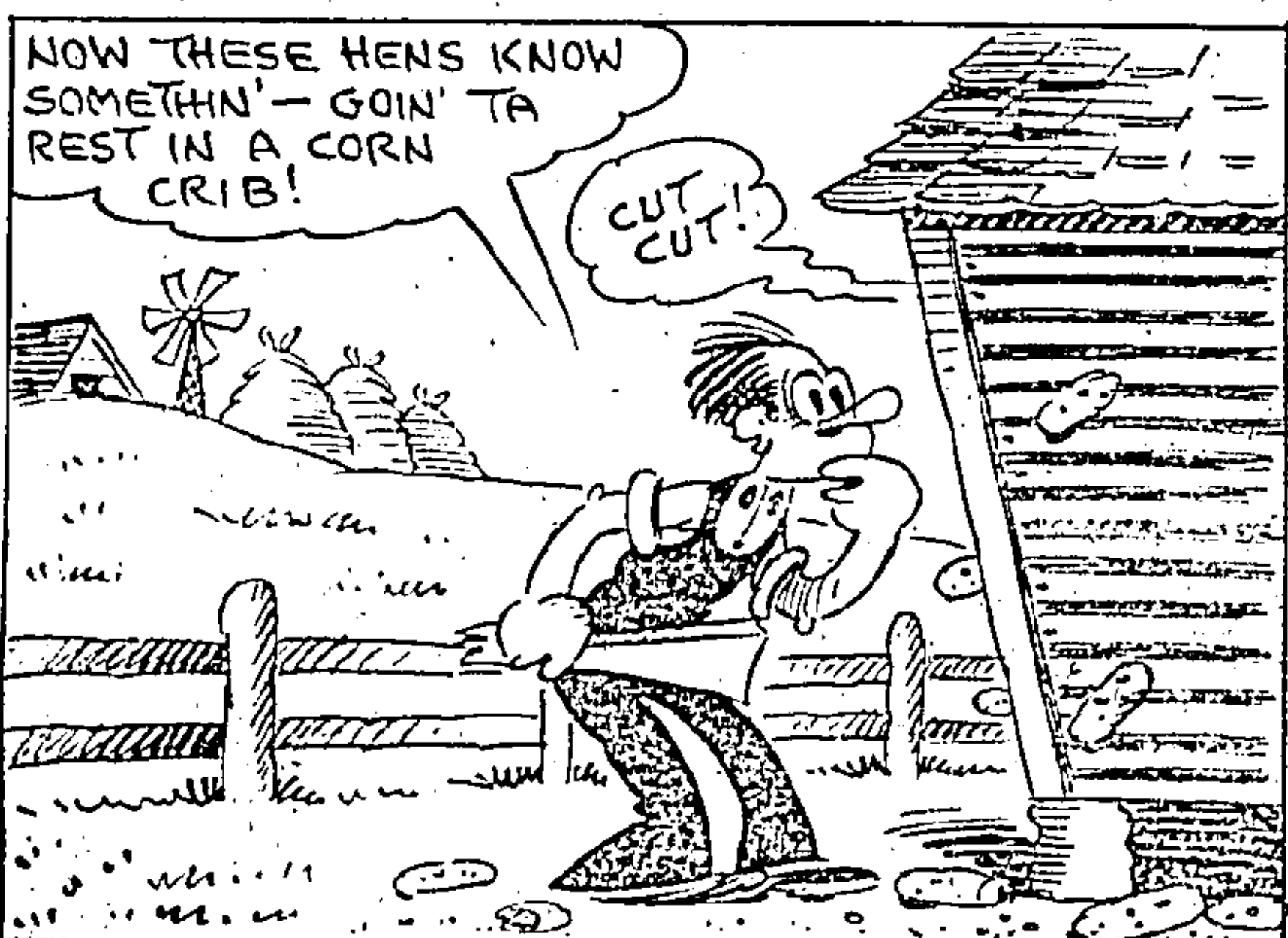
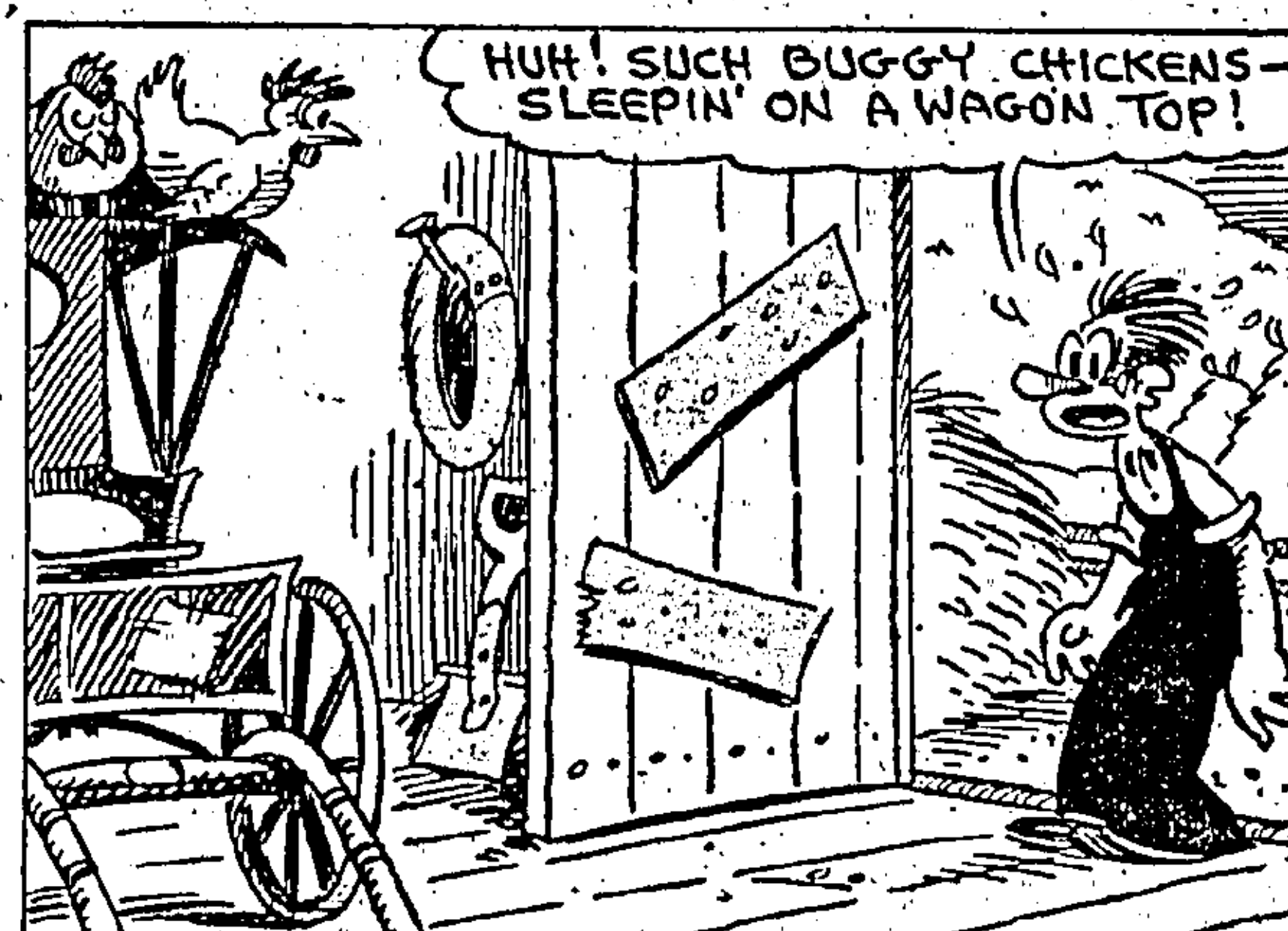
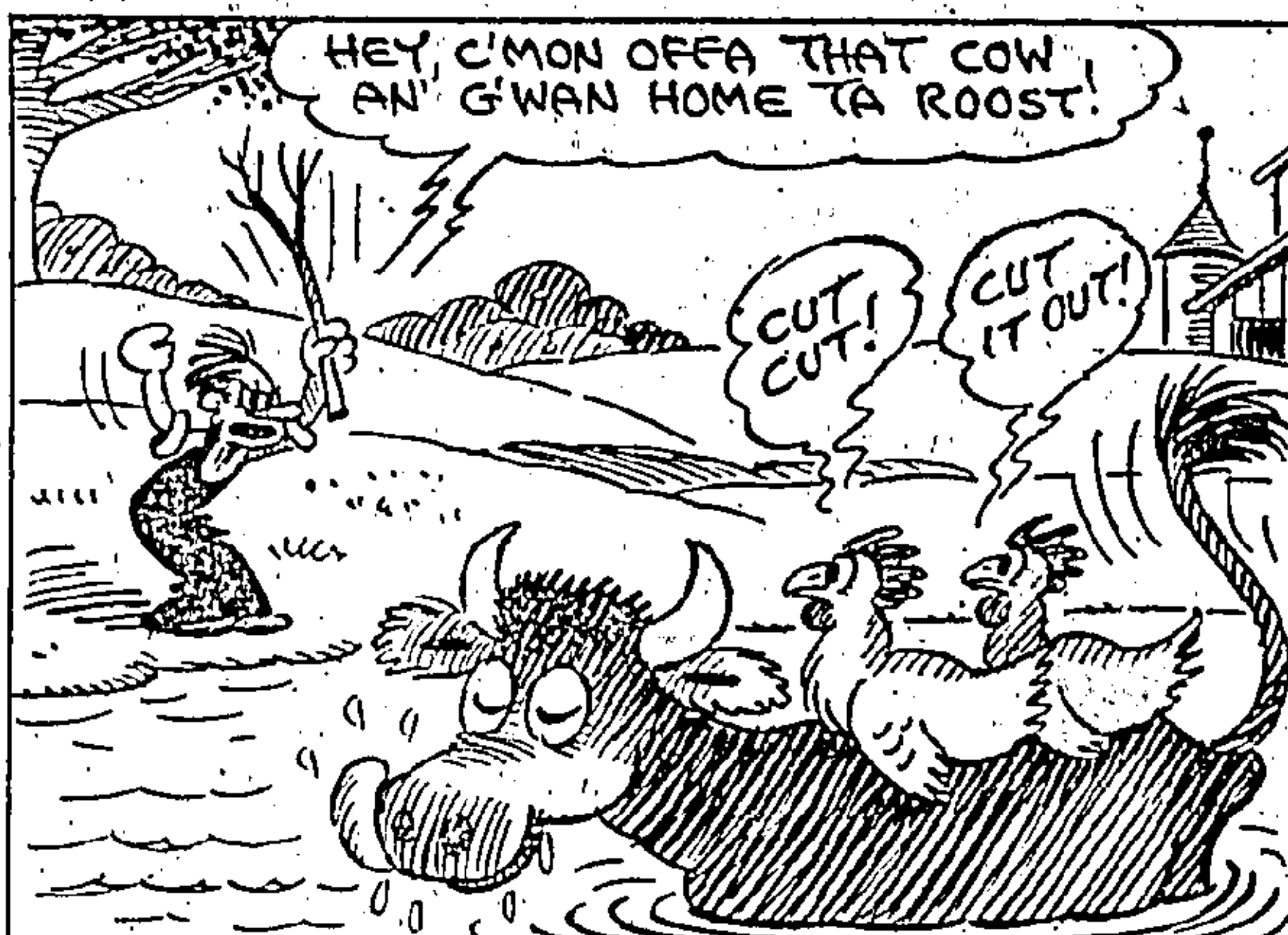
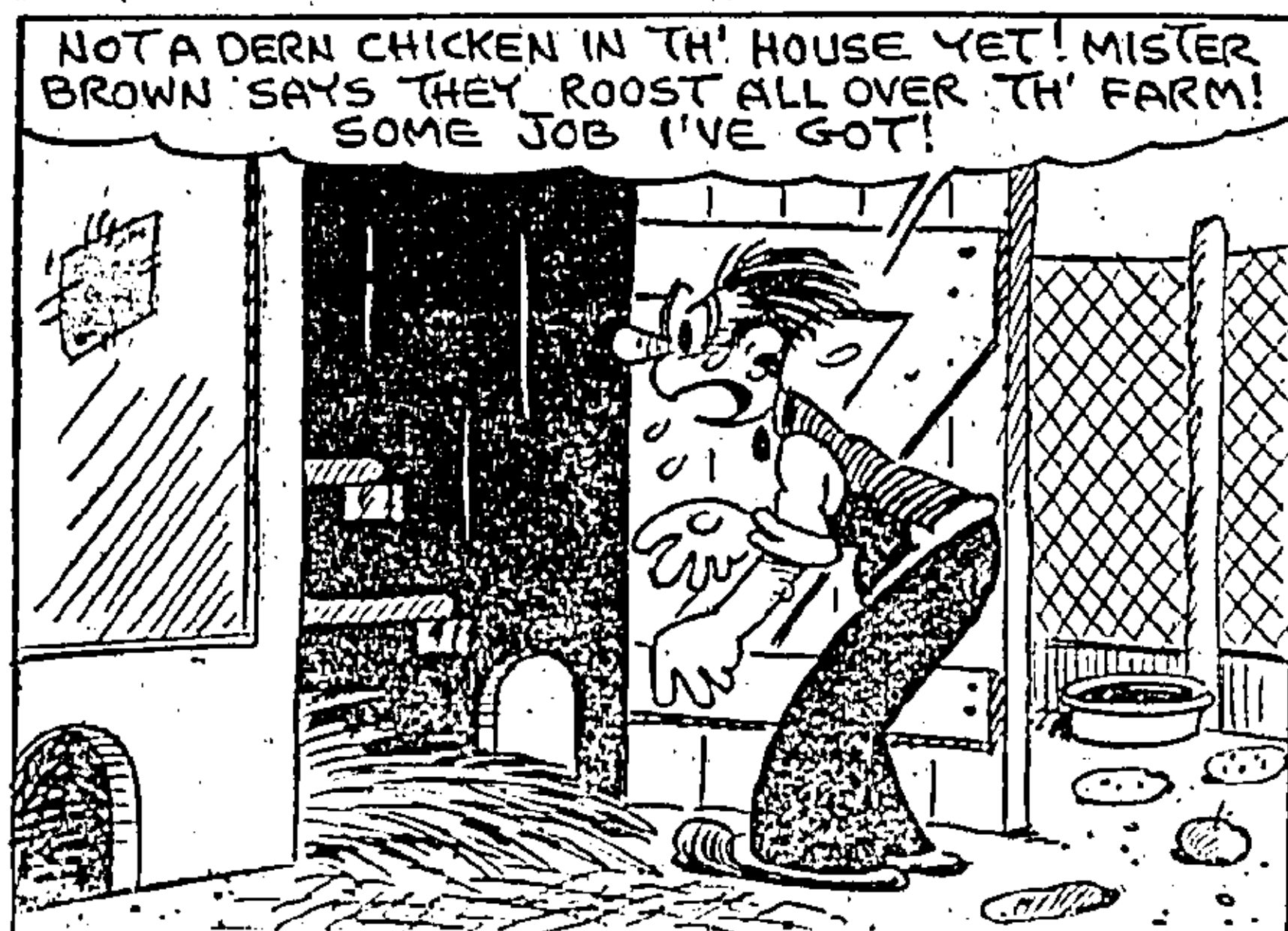
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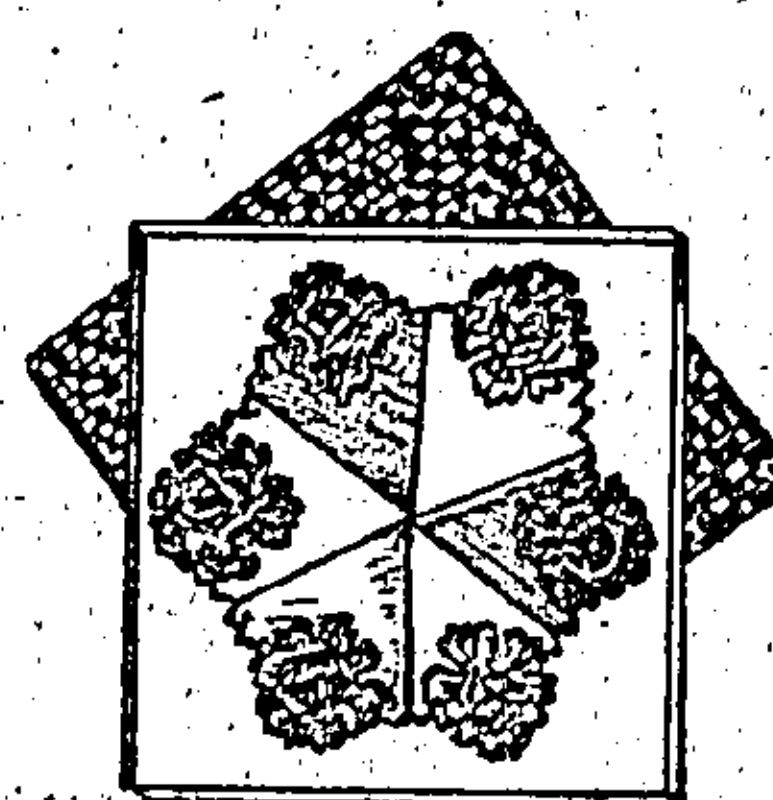
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ALL GOODS SUBSTANTIALLY
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WOMAN'S WORLD FOR OUR LADY READERS.



Pale rose-pink taffetas, showing a blurred pattern in a deeper shade, materialises an exceptionally lovely dance dress. It has the accepted moulded bodice with narrow shoulder straps, but the flounced skirt, developing at the right side into a fluting drapery below a huge bow, is something quite new in evening modes.

Youth Keeps Its Head.

It happens, now and then, that a famous film star who comes to our land for a visit, says a writer in a Home journal, receives a welcome so amazing by reason of the numbers of people who turn out to give it, that it brings forth a rebuke from some quarter, where human nature is expected to show higher tastes.

What I am wondering now is what the average 'age' is of the enthusiasts who draw upon themselves these rebukes.

I should not wonder if it was found that it was the older and the middle-aged people who were thus guilty of what some people count sheer folly.

For, if there was anyone in the world who could inspire present-day youth to do some hero worshipping, surely it would be Amy Johnson, yet the only people who have suggested to me, since she achieved her great flight, that we were rather overdoing the praise, have been young people.

They think it a pity to make so much 'fuss,' and they fear that she will be spoilt by all the ovations she is receiving!



A lovely dress in deep copper-coloured taffetas is rendered still more alluring by the pale coffee-coloured lace which is draped round the neckline and tied loosely on the shoulder. Dainty cuffs of the same lace, with slightly stiffened 'gauntlets,' finish the long sleeves.

Adaptable Lace.

NOVELTIES FOR AFTERNOON AND EVENING.

Undoubtedly lace will be worn this summer—English lace, too! Nottingham has just put on the market lace goods which are adequate rivals to anything which the Continent is sending us.

At a recent lace show I saw a striking model intended for Ascot wear. It was a subtle combination of georgette and lace in a soft shade of pink. The ensemble was chiefly of lace, the georgette being used merely as pleated trimming. In order to do full justice to the scalloped pattern of the mesh, the shoulder cape of the frock was cunningly divided between the shoulders. A loose lace coat with collar and big loose cuffs of pleated georgette completed the outfit.

Coffee-coloured Lace.

Another pretty Ascot model was of coffee-coloured lace with georgette fan fronts to the bodice and wide georgette flares to the skirt. Waist belt and insets to the frock were also of georgette, while the fairly short coat was entirely of lace. There was a dignified charm about this frock which suggested its possibilities for the summer bride who did not intend to favour the more conventional white and orange blossoms.

That is the best of lace. It is so adaptable, and can be effectively used for so many occasions and in such varying ways.

Easy to Make.

One special novelty which the very busy woman will welcome was seen in the afternoon and evening dress lengths of lace. These are so designed that all that the dressmaker has to do is to seam up one side, and cut out and bind the armholes and the neck. They are made in all colours, and, true to the present trend of fashion, have the very slightly uneven hem to the skirt and the higher waist-

he Care of Linen.

DAMP STAINED LINEN.

Linen stored in a damp cupboard or room very often develops stained patches. These may be dealt with by rubbing each spot individually with French chalk. The chalk should be allowed to remain on for a couple of hours, after which the linen should be laundered in the ordinary way.

Fruit Stains on Linen.

A quick way of dealing with a fruit stain upon the tablecloth is to cover it at once with powdered starch. Allow it to remain until the starch has absorbed the juice. Brush off and launder in usual way, or, if that is not convenient, rub with salt and lemon juice.

line. One pretty style had a peaked waistline suggestive of the present vogue for the hip-yoke.

Fish Net is Fashionable.

Fish net, declare the makers, is also having a hearty welcome. It is especially attractive in black, and is also to be had in the yard and a quarter length for afternoon and evening frocks.

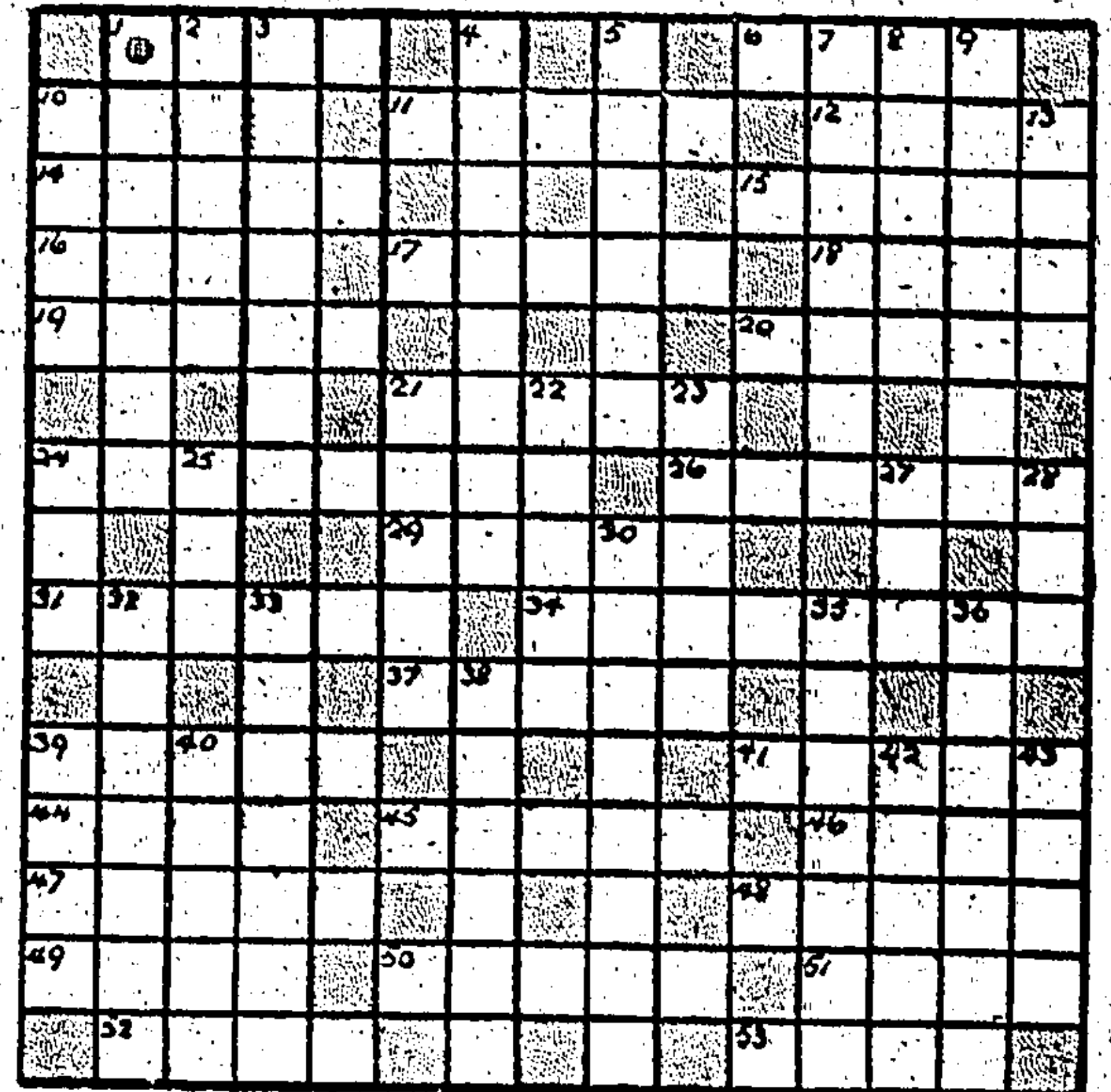
For afternoon wear with such a frock there is a wispy little bridge coat of fine lace and georgette.

One very practical idea which caught my eye was lace used as insertion to the godets which are being let into the longer petticoats which we must this year wear with summer dresses. The godets are a nice adjustment for the greater width which the rather longer garment demands. Motifs of lace at the top of the petticoat neatly completed the decorative effect.

Collars and Cuffs.

Collars and cuffs of georgette and lace we shall certainly favour this year, and, apparently, our favourite colour will be a pale coffee shade.

Even hats are tending lacewards, the whole of the crowns of some models which I saw being of finely-figured mesh.—D. E. W. in Exchange.



Across
1 Small ship.
6 Let fall.
10 Heron.
11 Senior.
12 Organs of hearing.
14 Species of antelope.
15 Possession.
16 Particle.
17 Gardening tool.
18 S. American dollar.
19 Skins.
20 Fix again.
21 Food.
24 Young plant.
26 Revolve.
29 Ago (O. T.).
31 Shooting out.
34 Proximity.
37 One who talks.
39 Holiday.
41 Stem.
44 Sea eagle.
45 Sounds of a bell.
46 Disease.
47 Get up.
48 Slacken.
49 Lair.
50 Cat's pet name.
51 Legal claim.
52 Piece of furniture.
53 Curve.

Down

1 Take as true.
2 Deliver a speech.
3 Annulose animal.
4 Applauding.
5 Become red.
7 Reverence.

8 Fertile spots.
9 Now.
10 The hangman's rope.
11 Young bullock.
12 Small bottle.
13 Pain.
14 Mode of address.
15 Finish.
16 Farewell.
18 Entity.
20 Unnecessary.
22 Asserted.
23 Clothes.
25 Famous.
26 Hailed.
28 Street.
29 Thin.
40 Anisced plant.
42 Anew.
43 Sharp.

Yesterday's Solution.

FOLLOW P SNARES
LIFE ORLOP LEAL
FLATE A REPOSE
EYRE SNIDE SPED
N STATURES E
TITLE R R PANBY
N AVER BRIG P
CASTE A O ROBIN
N ERST RUIN R
METRE I T TYRES
H DROVERS E
ACRE ANODE TAME
CLERIC T SPIDER
TANS EXERT REAR
SNEERS D SHORTS

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Record profits are announced by Messrs. J. Lyons and Co. for the year ended March 31 last at £285,871, an increase of £27,000 over the record figure reached for the previous year. The directors have allocated the sum of £100,000 to serve, raising that fund to £1,300,000, and the dividend is maintained at 22½ per cent. on the large capital. Most of Messrs. Lyons' subsidiaries have earned profits in excess of the dividends which they have declared.

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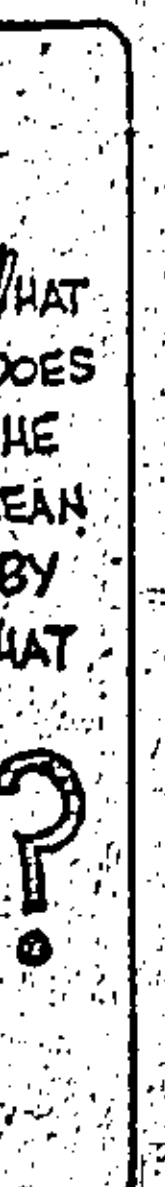
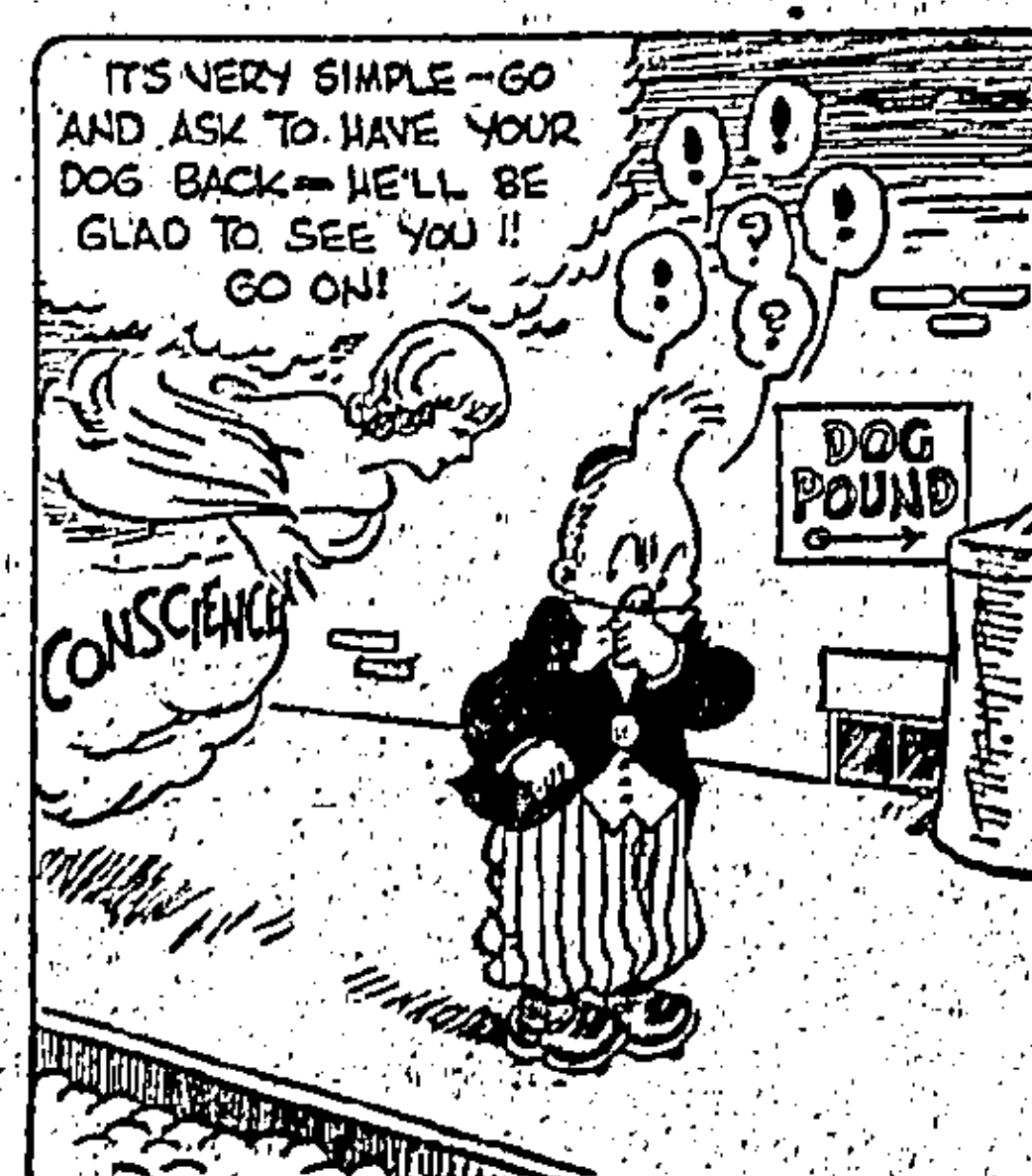
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The Hongkong & Shanghai Hotels, Ltd.

The Hongkong Telegraph.

SATURDAY, JULY 12, 1930.

CROWN COLONY FRANCHISE.

An interesting but extremely difficult question was touched upon by Dr. Drummond Shiels, at the Colonial Office Conference on Thursday, when he referred to the matter of the electoral systems in vogue in the smaller Colonies. He regretted the restricted franchise in those Colonies which have elected bodies, saying that the vote was the simplest and most effective method of redressing injustices. If there is cause for regret in respect of those Colonies which already have some semblance of a democratic system in operation, surely the time has come when consideration should be given to the position of such overseas possessions as Hongkong, where taxpayers have no direct voice whatever in the government of the Colony.

The problem, as we have said, is a difficult one, but that is no reason why it should be indefinitely shelved. It may surprise many of our readers to learn that more than eighty years ago, not long after Hongkong came into British possession, a petition was forwarded to the Secretary of State asking for a share in the ordinary local affairs of the Colony by some system of municipal government. The reply of the Secretary of State was that he saw no general objection to the proposal, but that he could not pronounce upon it until some definite scheme was submitted. What eventually became of the matter, we have been unable to discover, but it needs little argument to show that if such a demand were considered reasonable back in 1849, a much stronger case could be made out to-day, bearing in mind the tendency in the intervening period to extend democratic institutions. Since the days of which we speak, there have been many proposals put forward for some measure of constitutional reform, but, save for some slight increases in the number of Unofficial members of the Council, no concession has been made to popular opinion. It is evident, however, that the public in this Colony deserves a greater measure of consideration than is shown it. Our Unofficials, not being chosen by election, are responsible to nobody. It is true that they now and then oppose Government proposals, but, as was demonstrated in the matter of the Salaries Commission debate, they appear to be content merely to raise a vocal protest in Council, and then let the matter slide. That was not the attitude of "the giants of the past" when they encountered Official opposition; they took good care to see that the Home authorities were made acquainted with public opinion. Compared with other days, therefore, this Colony is in reality worse off than ever.

Knowing the complexities of the issues involved, it would be a cardinal error to seek an undue extension of democratic methods to the Crown Colonies, but that should not completely rule out the question of much-needed reforms. For one thing, it ought to be possible to devise some system of municipal government which would deal with purely local, as distinct from Imperial, affairs. Secondly, we can see no reason why all our Unofficials should not be returned on an elected basis. The question of the franchise obtrudes itself here, but for some years at least an experiment could be made by utilising the Sanitary Board electorate, composed of persons on the Jury List plus those who are eligible for such service but exempted therefrom. The effect of this latter measure would be that our Unofficials would be judged by their worth and value; they would be definitely responsible to the electorate, whose opinions and views they would have to respect. Some approach to the problem on the lines we have indicated seems desirable. There is plenty of civic spirit in this Colony, of which good use could be made. Some moderate method of reform should be productive of valuable results and lead to even greater changes when the time therefore is really ripe.

North Norfolk.

The bye-election at North Norfolk has done little to show the trend of political opinion in England in view of the ever changing situation regarding the policies of the three parties and the many doubts which still exist regarding the actual principles to which the leaders pin their faiths. Labour has held the seat, but a majority of nearly two thousand at the last election has dwindled to a mere handful. On the other hand the Labour candidate polled better than last time, but there was a much bigger poll for the Conservative candidate as compared with the last election. Comparison is rendered difficult by the fact that in the bye-election there was a straight fight between Labour and Conservative—last year it was a three-cornered contest with the Liberal lady candidate nowhere. It would appear, however, that the Liberal vote this time has largely gone to the Conservative as the total poll shows little difference at the two elections. It became more than ordinarily interesting this year by reason of the Empire Free Trade controversy. North Norfolk may be regarded as an agricultural constituency and a victory for Mr. Cook might have indicated a victory for the protection of agriculture in some shape or form. It seems certain that a definite agricultural policy would have been of great value to either party and would have made the majority, whichever way it went, more definite. The farmers in the district include many waverers who hold the Liberals responsible for the sudden repeal of the Corn Production Act and the Conservatives responsible for the slough of despond into which the industry fell while they bore the rule. In the presence of so many indefinite factors North Norfolk's verdict has little or no significance. It neither indicates that Labour is more strongly entrenched or that there is a swing of the pendulum towards another form of Government. A more definite declaration of policy by all parties is required to bring the Home political situation out of the obscurity into which it has been plunged by the sudden introduction of fiscal policy as the main issue.

DAY BY DAY.

PRaise NOT A WOMAN FOR WHAT SHE HATH, BUT FOR WHAT SHE HATH NOT, AND THY REWARD SHALL BE EXCEEDING GREAT.—Gelett Burgess.

His Excellency the Governor has appointed Mr. T. M. Hazlerigg, M.C., to be Registrar of Companies.

The Government has accepted the tender of Messrs. Kin Lee & Co., totalling \$1,366.07, for the erection of motor car shelter at Kowloon Hospital.

A petition by the Prince's Cafe for the winding up of the Industrial and Commercial Bank, Ltd., is to be heard in the Supreme Court on July 31st.

During the quarter ended June 30th, 90 samples were analysed under the Sale of Food and Drugs Ordinance. Of these, all were genuine excepting two of flour and one of cream.

Tenders are being invited for the supply of a single screw teak-wood launch for the Government Marine Surveyor. The cost is on no account to exceed \$30,000 Hongkong currency.

The Gazette contains revised Regulations respecting Foreign Orders and Medals applicable to persons in the service of the Crown and persons not in the Service of the Crown.

Tenders are being invited for the purchase of the Government steam yacht Stanley. The vessel will be sold as she lies at the Yau-mat Government Slipway with all gear and fittings on board.

His Excellency the Governor has appointed Li Po and Tam Cheung to be "Forest Officers" for the control and superintendence of the forests of the Colony, in succession to Ip Cheuk and Pang Kwong dismissed.

Mr. Instone Brewer leaves today for London on the Terukuni Maru in order to prosecute his appeal before the Privy Council against his conviction at the Criminal Sessions in the Instone Banking Corporation case.

The forthcoming wedding is announced of Lieut. John Thompson Warren, of U.S.S. Helena, at Canton, to Miss Ellie Waterhouse Head, Custer Arms Apartment, Bronxville, New York, who is en route to Hongkong on board the s.s. President Jefferson.

His Excellency the Governor has under instructions from the Secretary of State for the Colonies, appointed Mr. T. M. Hazlerigg, M.C., to be Registrar of the Supreme Court. The Registrar of the Supreme Court is ex-officio Official Administrator under the Probates Ordinance, 1897.

Nicola once again held an appreciative audience spellbound with his amazing repertoire of tricks at the Star Theatre last night. He also made an announcement that, providing arrangements could be made, he would shortly give an exhibition of escaping from a straight-jacket whilst under water.

In our Pictorial Supplement to-day, we give a further batch of portraits of successful candidates in the Trinity College of Music examinations. Students whose pictures have not yet appeared, or whose teachers are requested to forward photographs not later than Tuesday next for inclusion in next week's Pictorial.

His Excellency the Governor directs that the appointment of Mr. C.A.D. Melbourne to act as Registrar of the Supreme Court, Official Administrator and Registrar of Companies notified in Government Notification No. 351 in the Gazette of the 22nd June, 1928, shall continue during the absence on leave of Mr. T. M. Hazlerigg, M.C.

It is notified under the Unclaimed Balances Ordinance that the following balances of intestate estates are in the hands of the Official Administrator:—John P. Semerville, \$773.83; H. H. Marcus Hayes, \$318.03. If no claim thereto is received by the Official Administrator and proved to his satisfaction, within a period of five years, the balances will be transferred to the general revenue of this Colony subject to the provisions of the Ordinance.

The late Mr. George Frederick Bruce, formerly of Field House, Sandown, Isle-of-Wight, who died at the Golf Hotel, Cannes-sur-Mer, France, on January 23, this year, left Hongkong estate, which has been valued at \$16,000. Re-issuing of exemplification of probate of the will has been granted to Mr. H. O. Macnamara, of Messrs. Deacons, who is attorney for the executor named in the will, Mr. Willie John Sholl, No. 1, Maxstead Park, Harrow, newspaper proprietor. The will contains family bequests.

MY IDEAL LITERARY MAN.

Some Thoughts on True Art.

Occasionally, a rare individual flits through my experience, or dwells for a few precious hours with me, and I sense an unctuous fragrance, or mellowed quietude of thought, that approximates fairly well to what the phrase "a literary man" means to me. Somehow, I have never been able to use that term except in describing to myself one always sought and seldom found, who combines the art of expressing himself in letters with clarity of spiritual insight, depth of moral tone, a human touch, and a few other cognate qualities, including that rarest of all—genuine appreciation of the endlessly varied and interlacing texture of thought in its wholeness.

To write well is well. But to me, the term literary has a higher significance. To no one do I entrust more of my mental treasures for safe keeping than to my authors. They may amuse, instruct, counsel, inform or direct my thoughts. Cleverness in holding my attention may mark a writer as facile, a very master of words and sentence forms, of emotions and shades of meaning. When after following along this verbal highway, I begin to sense a downward trend out of the realm where proven wisdom and clear vision are primal, and literary form secondary, the art loses its hold upon my attention, and to me, the writing is not literature.

To be sure, every work of genuine literary expressiveness is literature, as defined in the dictionary. But just within my own thoughts I like to think of literature, and of a literary man, as somehow imbued with a universal outlook that takes in the good of all. I want to trust my authors implicitly, whether they are historians, novelists, poets or essayists. Like Ruskin, I want to let myself yield completely to the thought of a writer, reserving disagreement or qualification until I have thoroughly understood his meaning. But since thoughts cannot always be excluded or dismissed easily, I find myself inclined to favour authors whom I can trust not to becloud my vision.

Since nearly all we learn comes to us from the printed page, I would that every writer reflected some gleam of that literary ideal I have always before my thought. Biographies, newspapers, magazines—what a responsibility rests with their authors! Dickens, Miss Martineau, Anthony Trollope, and a host of other English commentators upon conditions in the United States during the nineteenth century, virtually become my eyes in that period, when I read their volumes. Present-day recorders of social textures bear a similar relation to future readers, as well as a definite responsibility to be faithful portrayals of contemporary society for those who cannot in their own experience compass the vast panorama. Every newspaper story is written history in the making, just as it is said that the politics of to-day is the history of tomorrow.

In print and in person, rare individuals have lightened my mental horizon and measurably realized my ideal of a literary man. These individuals are not always professional or even occasional writers. Sometimes they have been lecturers on literary subjects, whose own writing may or may not be literature. Again, they may never have struck off a line, but pure literature, according to my own peculiar standards, falls from their lips or speaks in their eyes.

The world's dramatists and novelists have caught and recorded only faint reflections of the constantly unfolding drama of actual thought and experience, just as Mozart could never breathe into his most moving orchestration the full sublimity or harmonies heard by his inner ear. It is not surprising, then, that true literature is found as often on the street corner of a crowded city, by a seeing eye, as between the covers of a choice volume. True, it is not written down, but it is the original of all novels and dramas, revealing the heart of humanity.

It is the "very thing itself," in which a Dickens or a Scott, a Gibbon or a Shakespeare, peers and records what his vision is able to comprehend, according to his own manner as a novelist, philosopher, historian or dramatist. To me, literature is the thing itself, rather than merely its written expression, just as a literary man is one who most nearly approximates experiencing what he writes. Swift may never have seen a Lilliput, nor Defoe that strange footprint in the sand, but surely saw them mentally, and literature is more of thought than things anyway. Written literature, to me, is an approximation to a perfect expression of thought and experience, and a writer is more or less literary as he more nearly attains or falls short of being a perfect mirror, yet withal a living one.

Literature is a thing of thought, so that one who makes a photographic reproduction of human actions cannot for that reason come into the sent of my ideal literary man. One of the delights of literature, and one of the most reliable marks of a literary man is the ability to dwell apart in a realm of thought peopled by rare characters never seen, on sea or land, but genuinely among one's friends. In this realm, entities are wholly mental, yet more distinct and substantial than rock-ribbed mountain ridges. We talk with our friends of literature, hear them, feel their presence, understand and love them, all with the inner voice, the inner ear, the inner affection. He who introduces to me, in the pages of his book, or through his conversation, such delightful companions, warms my heart with the surety that my literary man is more than a hope. He is an ideal realised in part by many authors, and almost completely by a choice few. I do not ask others to agree with me. It is only another side of my innate taste in literature. Great lines and volumes, acknowledged by all critics competent to judge, often fail to reach me, yet I am not trying to stand aloof. I am simply searching deeply for my ideal literary man.

As for myself, I may as well confess that I have striven to realize my own ideal of a man truly literary. I even have a few "poems" dating from early endeavours to measure up to this standard. Years of study in many fields of literature have shown me what has been done. The more earnestly I pursue this ideal, the more it expands to my view, until all I write sounds to my inner ear as but the echo of some grand verbal harmony, ever an inspiration, but elusive to my grasp when I try to let it sing in my own lines.

Much aid has come from companionship with Milton, the English Bible, and the rolling cadences of mellow Greek. Just as a runner lengthens his pace and lifts his head to match strides with his captain as the long miles of a cross-country race call upon him to summon all his powers, so an hour with Milton sends me back to my thoughts in more abundant diction.

For all the inspiration Milton affords me in realizing more fully a rich literary expression, I am grateful, but even the great Puritan scribe falls far short of that ideal writer whose unseen presence keeps me alert to catch traces of his work. Here and there he gleams quietly through lines of unburied enthusiasm. Again, with crystal clear vision, he illumines unchanging verities. Behind his words there is the ringing timber of mellowed experience. He writes whereof he knows. Words in his lines are overlapping windows, unfolding new vistas with every advancing cadence. Firm or playful is his pace along familiar fields of thought, in which he sees and records the inter-fused solemnity and joy of the drama revealed to his acute vision. His counsel is never pedantic, nor his comedy apart from the deepest truths. To laugh when mirth is in order is to him equally essential with the most sincere declaration of honest conviction. His outlook takes in the wholeness of things, and mirrors a sublime character. He is my ideal literary man.—R.H.S. in the *Christian Science Monitor*.

WHO WAS?

MR. JUSTICE SHALLOW.

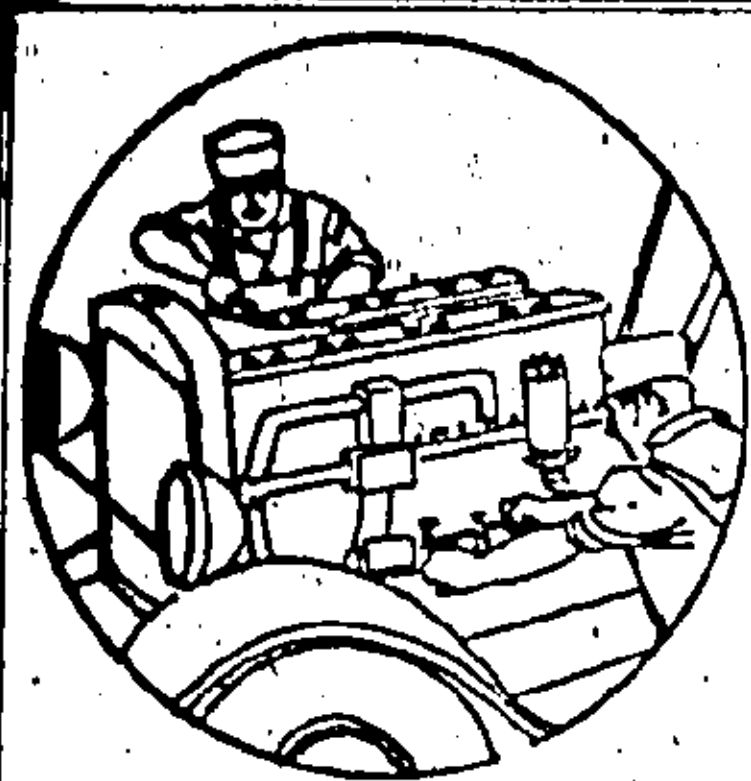
You will meet Mr. Justice Shallow in two of Shakespeare's plays—King Henry VI (Part 2) and The Merry Wives of Windsor.

A foolish old man, as his name implies, Shallow had a country seat in Gloucestershire, and when Sir John Falstaff came there to recruit men for the Wars, he entertained him in right royal fashion, professing to have known him in his young student days, and taking a whole host of anecdotes about their escapades.

Tradition lays it down, and not without evidence, that Justice Shallow was intended as a caricature of Sir Henry Lucy, of Charleote Hall, who is said to have had Shakespeare beaten for poaching deer.

If this be true, then the caricature is a very biting one, for Justice Shallow is made to beat like an old sheep, and display no evidence whatever of having a brain.

Falstaff holds him in the greatest contempt, ridicules his anecdotes, borrows money from him, and does him every injury bar "kissing his gate-keeper's daughter."



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Pictorial Supplement

July 12th, 1930.

STUDEBAKER

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IN MOTORDOM"

HONGKONG HOTEL GARAGE.

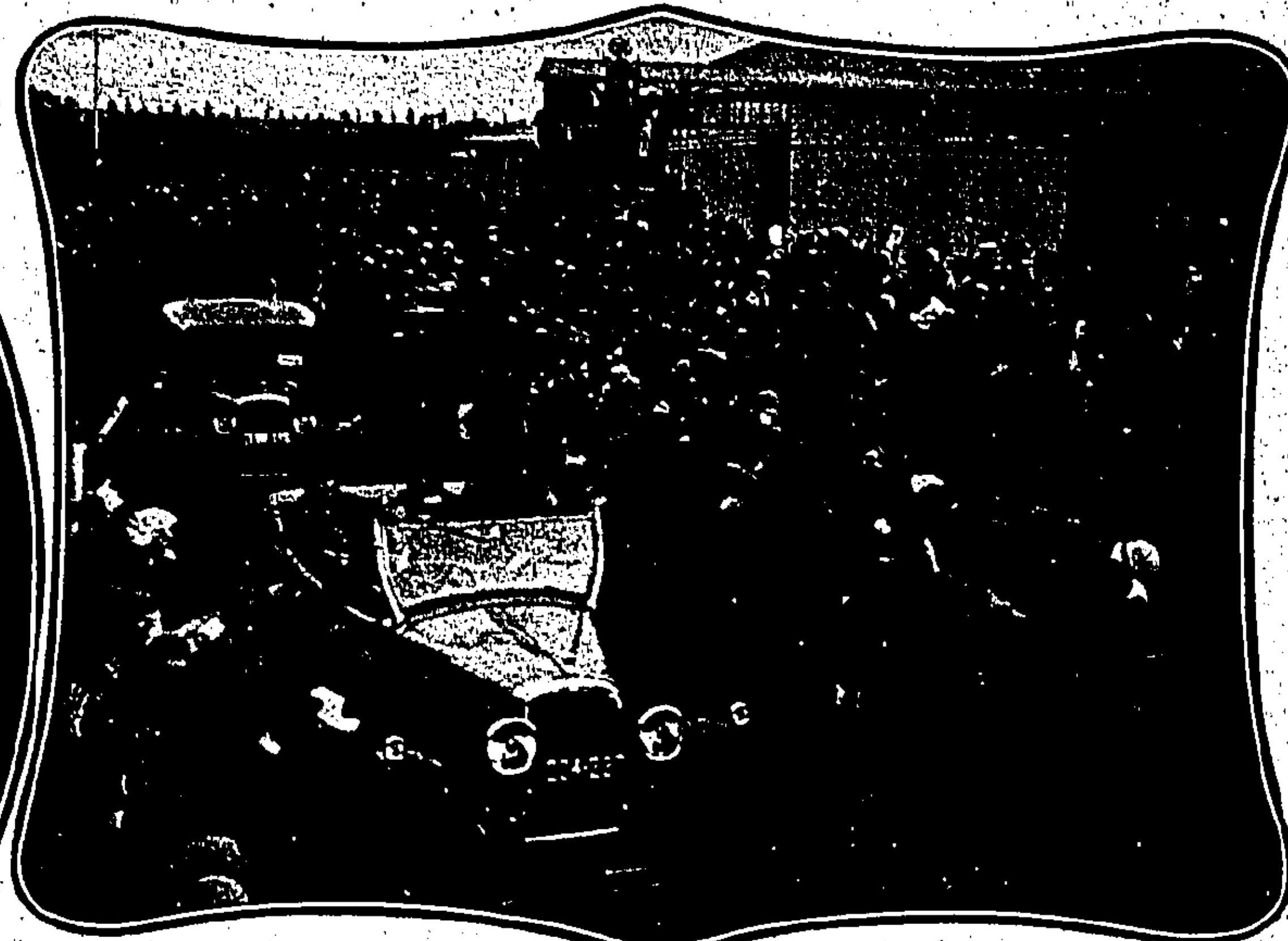
AMY JOHNSON'S GREAT WELCOME IN SYDNEY.



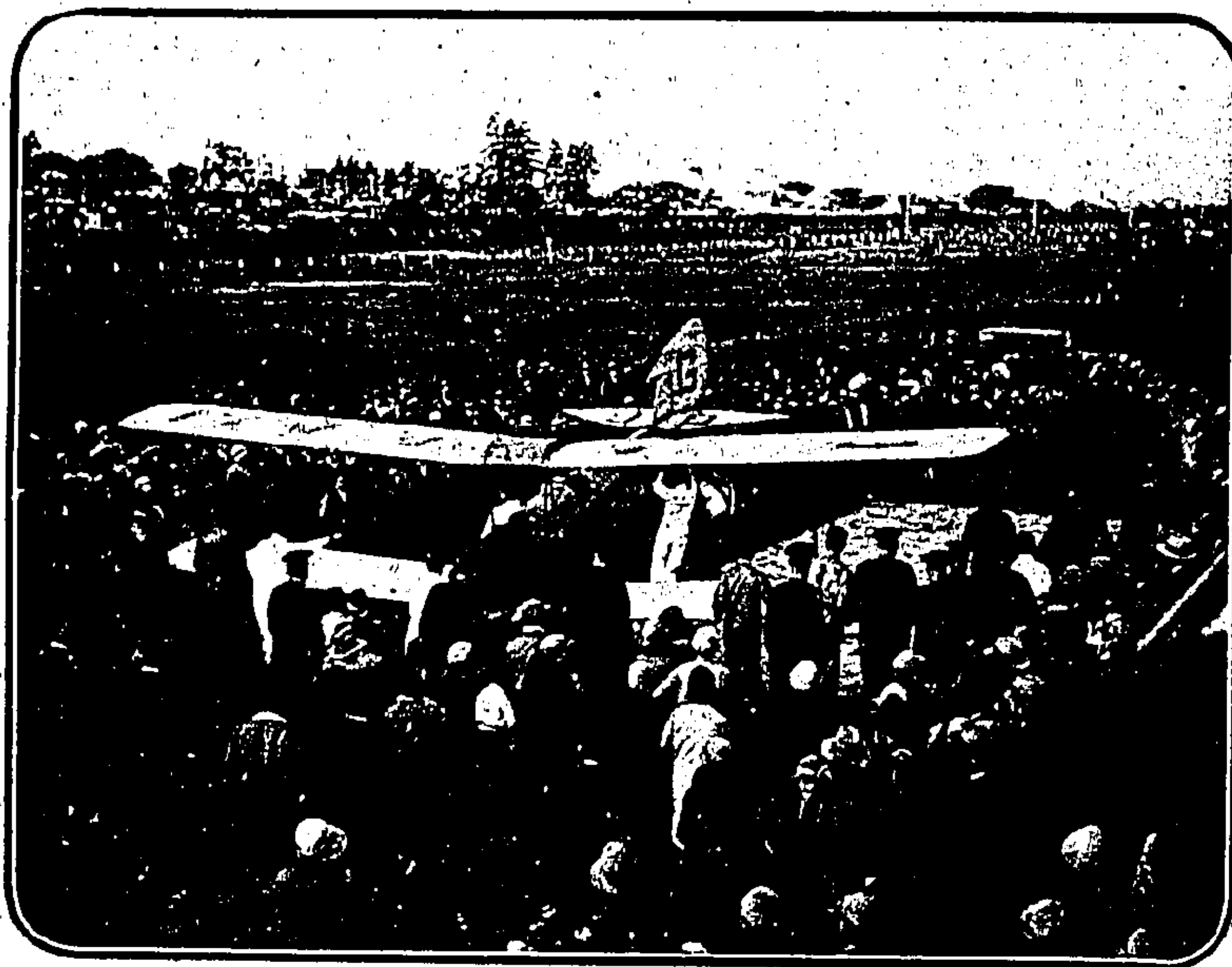
The smile of triumph. Miss Johnson is here seen acknowledging the cheers of the crowds at the Mascot Aerodrome, Sydney, just after she had arrived.



This snapshot shows Miss Johnson on the balcony of the Town Hall at Sydney, waving to the huge crowd of people below.



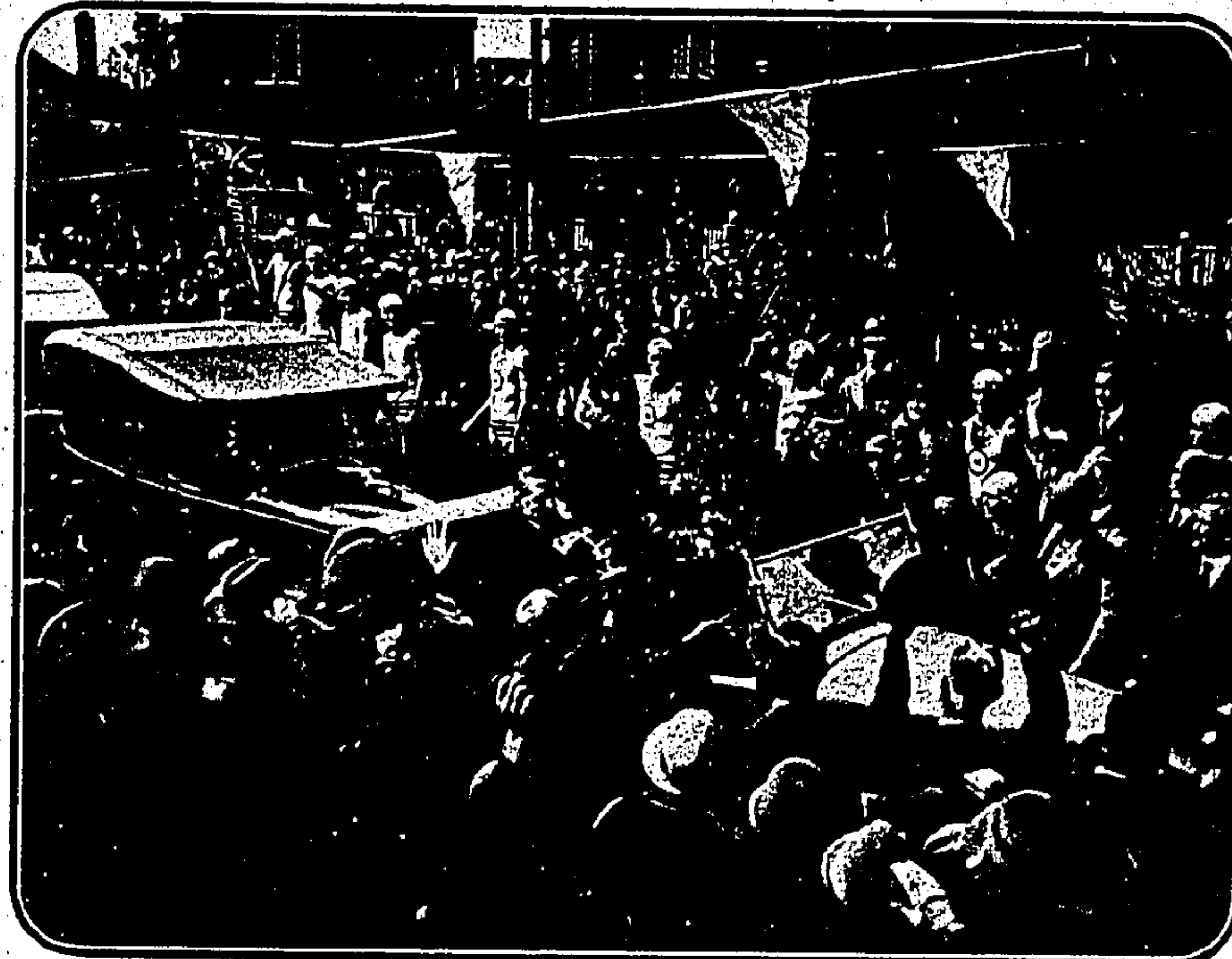
The arrival of the plucky airwoman in Sydney. She is seen in a motor-car being cheered by the crowds on leaving Mascot Aerodrome.



This picture shows the actual arrival of the plane, "Jason," with Miss Johnson aboard, at the Mascot Aerodrome at Sydney.



Amy is here shown being taken round the Aerodrome on her arrival in Sydney, where she had a wonderful welcome.



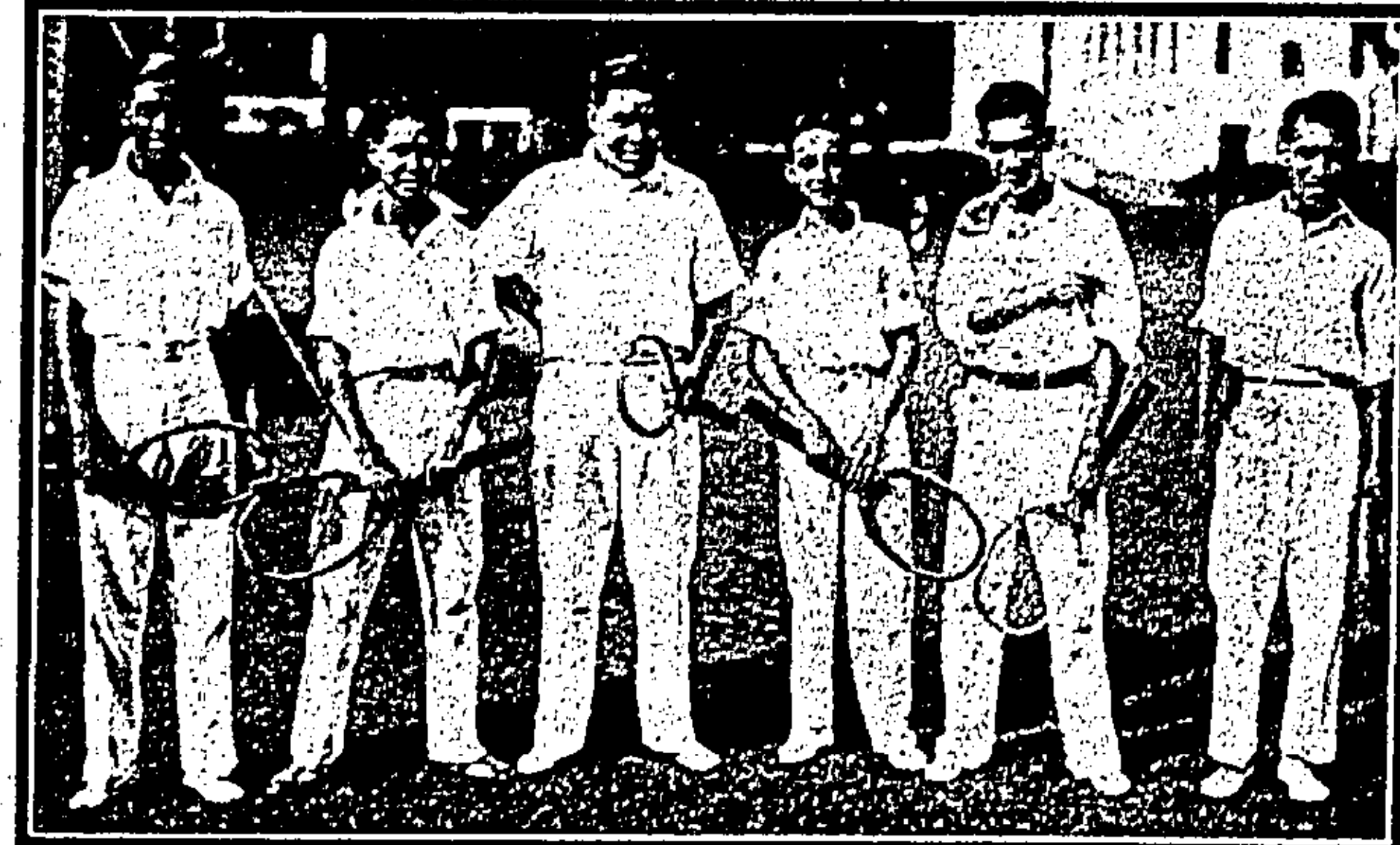
Amy is here seen on her arrival at the Town Hall at Randwick, a suburb of Sydney. The figures in white bathing costumes are a Guard of Honour formed by the Surf Life-Saving Clubs.



Graduates of Lingnam University (formerly the Canton Christian College), photographed on the occasion of the closing for long summer vacation.



Prince and Princess Takamatsu of Japan in Egypt, on their way to London. Top, the Royal couple leaving a hotel, the Princess carrying a bouquet presented to her on behalf of the King. Bottom, Their Imperial Highnesses and suite visiting the Pyramids on camel-back.



The Indian R.C. players who met the German T.C. in the "C" Division of the League on Saturday. After a keen game, the Indians won by five sets to four. (Photo: Mee Cheung).



Play in progress in the First Division Lawn Bowls League match between Craigengower and the K.B.C. at Happy Valley on Saturday. The former won by 32 shots. (Photo: Mee Cheung).

SEATTLE'S "MORRISON HILL."

HOW ENGINEERS ARE REMOVING IT.

Seattle, June 12.

The faith that moves mountains evidently is sometimes nothing more or less than mankind's faith in the abilities of the steam shovel and the endless conveyor belt.

Seattle had a mountain right on the edge of its business district—a high, craggy hill that towered above the tops of the highest office buildings. It was very much in the way. The business district wanted to expand and couldn't. The hill blocked its path.

So Seattle decided to move the mountain—to abolish it, scoop it out of existence, level it flat so that it could put buildings where there used to be a great, high hill.

Finish this Year.

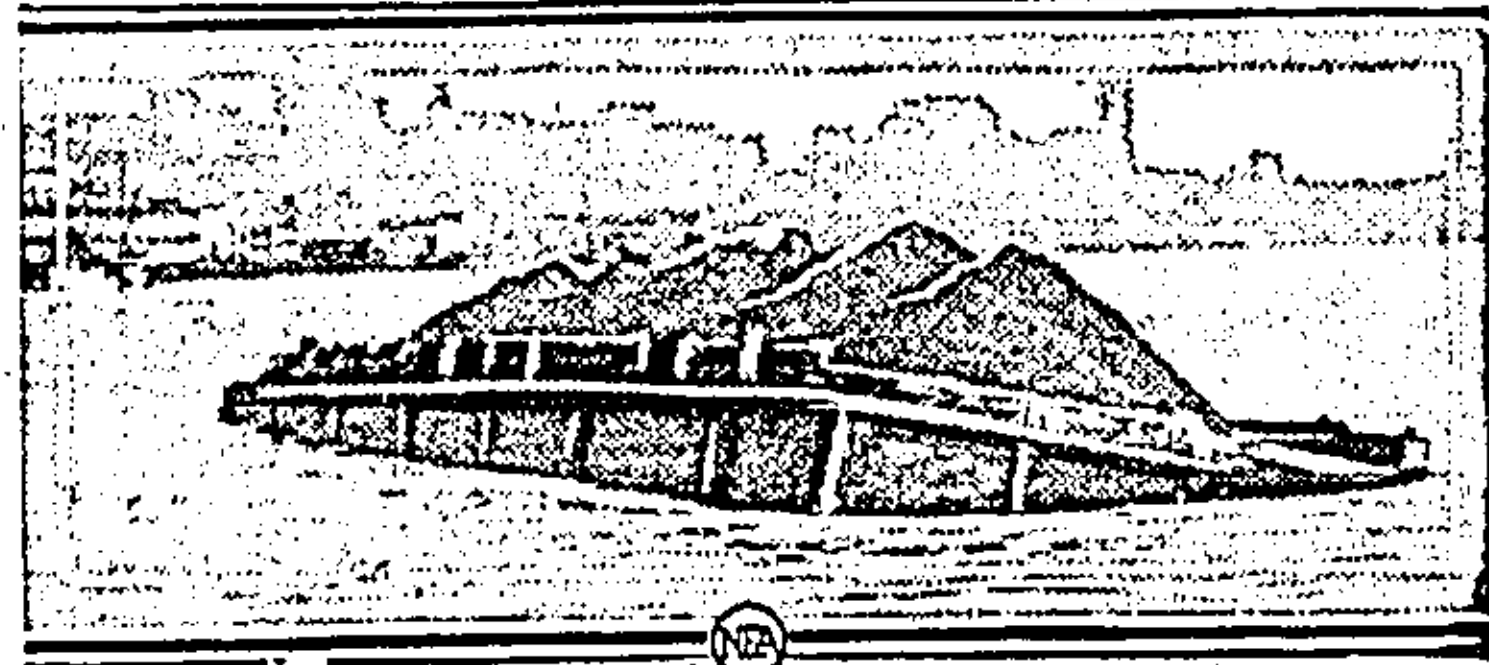
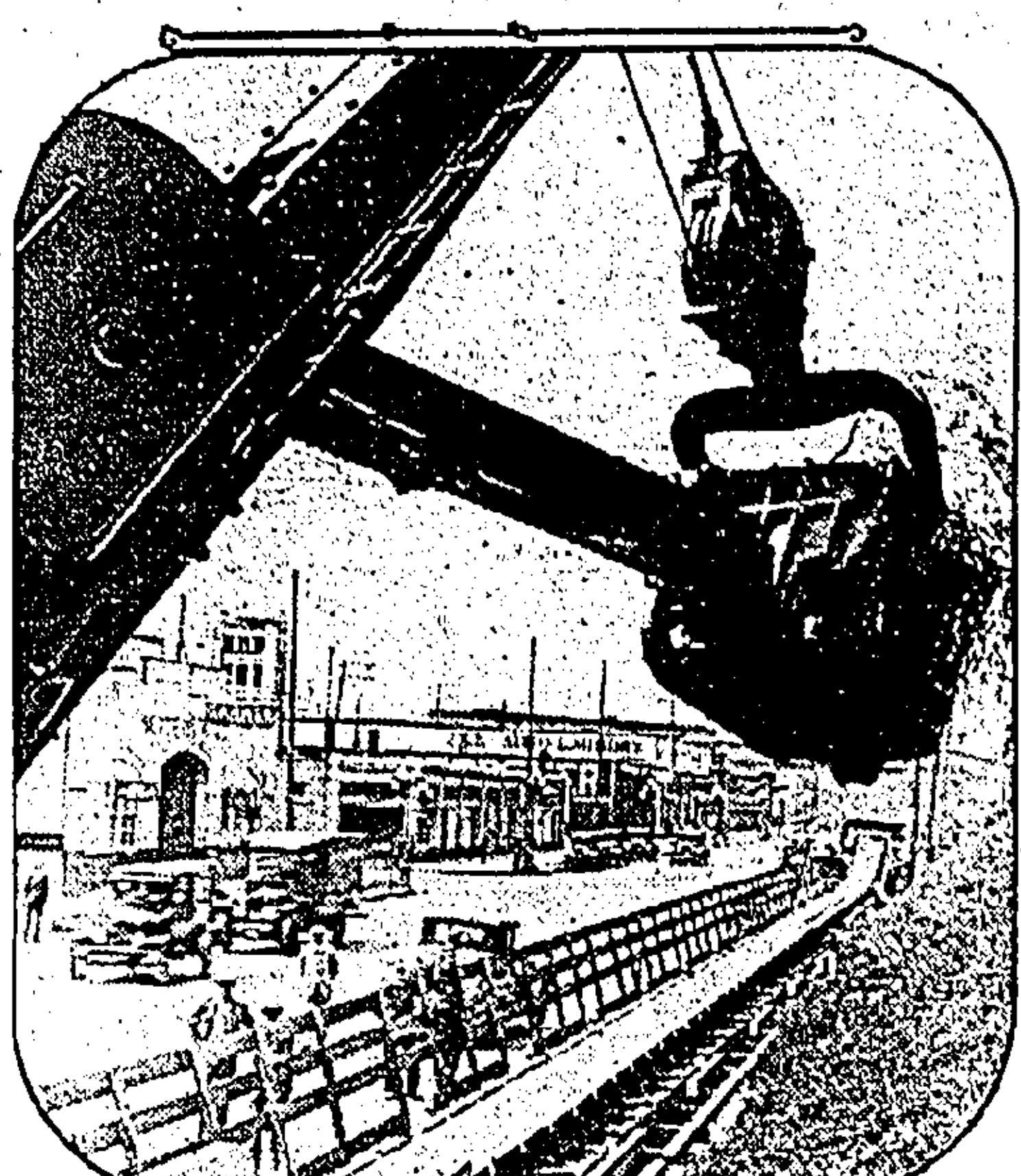
The job has been going forward for a year, now, and by September it is to be completed. By autumn the last trace of the hill will be gone. The 5,000,000 cubic yards of earth that lay heaped in a vast pile over 92 acres of ground will be out of sight forever—dumped into the deep water of Puget Sound.

The amazing thing is that all of this work has been and is being done without interfering with any of the ordinary business pursuits in the neighbourhood. Traffic has not been blocked in the slightest degree. Seattle has got so used to the job that it has paid little attention to it.

Denny Hill used to be the best residence district of the pioneers. But in recent years Seattle's city planners realized that Denny Hill was just an expensive nuisance. So last spring the city council ordered the \$2,000,000 job begun, with the city paying most of the expense and adjoining property owners paying the remainder.

So the steam shovels got busy—the steam shovels, and an elaborate system of conveyor belts.

The dirt is dumped by the shovels into bins adjacent to them. From these bins, long, rubberized conveyor belts 30 inches wide carry it to a central bin, from which a larger belt carries it on



Above, one of the steam shovels and endless conveyor belt which leads to the water front where the dirt is taken out on scows and dumped, as shown below.

An overhead track clear down to the water front, over streets and business houses. There it is dumped onto scows, which haul it out into the sound and spill it into the water.

A Profitable Venture.

A wooden shield below the belts prevents the dropping of dirt onto the streets or houses below, and the whole contrivance is almost noiseless in its operation. In all, 10,000 feet of the belting have been used.

Seattle city planners believe that the advantages from the project will be tremendous. The \$2,000,000 cost of the job, they say, will be far outweighed by the value of the land that will be made available for building purposes.

OLDEST PARLIAMENT IN THE WORLD.

FESTIVITIES HELD TO MARK MILLENIUM.

A few weeks ago something like 2,000 Americans of Icelandic origin and about 1,000 Canadians from the neighbourhood of Winnipeg landed in the old home country of Iceland to celebrate with the natives the thousandth anniversary of the Althing, the Icelandic Parliament, which is claimed to be the very oldest in the world.

Taking part in the festivities, along with the native Icelanders and those who came back from the North American continent, were King Christian of Denmark, who is also King of Iceland, Crown Prince Olaf of Norway, and Crown Prince Gustaf of Sweden. Great Britain recognised the unique event by sending her crack battleship, the Rodney, on which were the representatives of the British Parliament—Lords Newton and Marks, representing the House of Lords, and Sir Robert Hamilton and P. J. Noel Baker, representing the House of Commons.

Historical Pilgrimage.

There was something historically fitting in this pilgrimage of Icelandic Americans, sailing eastwards to Iceland, because in the year 1000 Leif Erikson, the Norseman, sailed westwards from Iceland and discovered the North American continent, starting a colony called Vinland, probably the present site of New Bedford, Massachusetts.

Iceland was settled by Norsemen in the ninth century. Cut off from the rest of the world, they developed their own system of government, including a projected Parliament to represent the voice of the people. Grim explored the island in search of a suitable meeting place while Ulfrjotir went to Norway to study law.

The one chose a site at Thingvellir and the other drew up a code of law, and just one thousand years ago his first Parliament met under the open sky. It has been a going concern ever since.

The main millenium festivities took place from June 26 to 28 in-



President of the Icelandic Millenial Celebration Committee, and cousin of Vilhjalmur Stefansson, famed arctic explorer, Johannes Johannesson, pictured upper right, who had charge of the festivities at Reykjavik, attended by the King of Denmark and Iceland, shown lower left, as well as many Americans, Canadians and British notables. At the upper left you see a typical Icelandic beauty, and below the parliament building at Reykjavik, with the cathedral at the right.

clusive. The government arranged to house many of the visitors in tents at Thingvellir, which is about 30 miles from the capital of Reykjavik. Others were housed in the steamships which took them to Iceland. On the opening day of the ceremonies the peasant farmers from all parts of Iceland

came to Thingvellir on their pack horses as did their ancestors 1,000 years ago, for there are no railways on the island.

A very extensive programme was prepared, opened by a mass assemblage of natives and visitors at what is still known as the "Law Rock." Here speeches were made by the acting Premier and the King.

Then the Althing held a session and an address was made by the speaker. In the afternoon speakers representing the Icelandic Americans and Canadians delivered speeches. On the opening day and those following there was the singing of Icelandic cantatas by a great choir, historical plays, displays of peasant wrestling, folk dancing, mountain climbing and horse racing.

Most people think of Iceland as a tiny speck up in the frozen waters of the north Atlantic. As a matter of fact, it is 20 per cent. bigger than Ireland. It is of volcanic origin and has a number of volcanoes, the most celebrated being Hekla, which is over a mile high and had an eruption as late as 1912. There are over 900 hot springs and geysers in Iceland. The population is about 100,000 of whom 22,000 live in Reykjavik, the capital. Only the valleys are given over to cultivation, the main industries being sheep raising and fishing.

Independent Republic.

Iceland was an independent republic from 930 to 1263 when it joined Norway. The two came under Danish rule in 1381. When Norway separated from Denmark in 1814, Iceland remained under Denmark. But the Icelanders always were a stiff and independent folk and, finally, in 1918 Denmark acknowledged Iceland as a sovereign state, united "with Denmark only in that the Danish King is also King of Iceland. In all else it is absolutely free, except that until 1940 Denmark has charge of its foreign relations."

Though the little island state has no railways, it has an extensive system of good roads and an excellent telegraph and telephone service, schools and a university. Crime is almost unknown. Education is universal and books are widely read. In proportion to its small population, it has also contributed much to Danish art and literature.

PANTO FAIRIES DOOMED?

Ban Urged on Child Dangers.

Should young children be employed in theatres at pantomime time?

Is the strain of the stage hours too much for them, and likely to be detrimental to their work in school?

These questions were discussed at the Conference of the National Association of Head Teachers at Scarborough when a motion, was carried that the Board of Education be urged that no child should be employed in pantomime or public entertainment.

Mr. J. J. Biggs (London), protested against this "singling out of a handful of comparatively fortunate children, and trying to deprive them of their livelihood."

"I can only imagine," he declared, "it is a survival of that old puritan spirit of hatred of the theatre—(cries of No)—that belief that everyone who enters a theatre is subject to some dreadful mysterious temptation. It is pure bunkum."

"The men and women, girls and boys, who work in theatres are just as clean and straight as anybody else. They are happy and love their work."

"In nine cases out of ten people who have risen to eminence on the stage were born and bred in the atmosphere of the theatre."

Miss Gibb (Liverpool) said that for about three months before the pantomime the children practised dancing every evening in the week, thus working from nine in the morning till nine at night. Such hours were much too long for girls of 12 to 14.

In moving that in Children's Courts there should be a psychologist and a trained social worker, Mr. Biggs said that there was no such thing as the "criminal type."

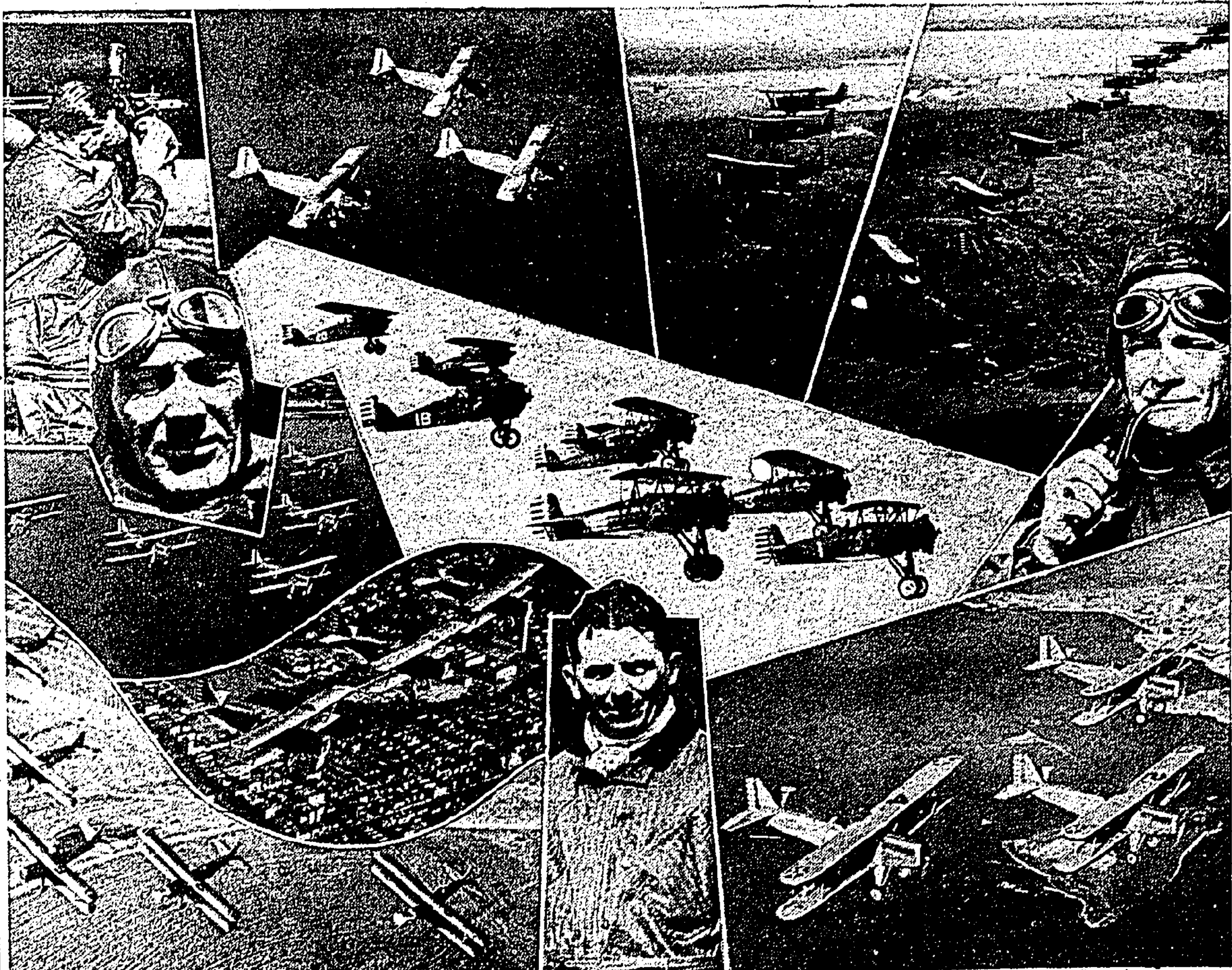
"I have frequently spoken to prisoners in gaol and the first thing that struck me about 'old lags' and young prisoners was how extraordinarily they resembled an ordinary audience."

The resolution was carried.

"Male labour is being forced out of our industry by females, especially among cutters and machinists," declared Mr. T. Ellison (Leeds) at the conference of the Tailors and Garment Workers' Union in London.

Mr. I. Levy (Leeds) said that in one big business employing 1,400, there were only two men and tailors—kept for dinner jackets and dress coats."

U. S. A. AIR FORCE MANOEUVRES PICTURED



More than 130 planes and 400 army pilots, observers, etc., participated in the U.S. Army Air Corps annual manoeuvres this year, with pursuit, attack, bombing and other squadrons coming from air fields throughout America. New problems and tactics involving all types of planes were attempted, including simulated warfare for possession of San Francisco and vicinity, night and day attacks, a coast defence and aerial demonstrations at Sacramento, Mills Field in San Francisco, and at Los Angeles. Photographic planes, carrying the five-lensed "all seeing cameras" for observation work took photographs embracing 400 square miles of territory from a 20,000-foot elevation. Photos show: Upper left, leading bombers in echelon, with observers manning machine guns. Extreme right, Lieut. Colonel Henry B. Claggett, Ninth Corps Area air officer. Middle tier, Maj. Gen. J. E. Fechet, army air corps chief; centre, a formation of fast Wasp-engined Boeing pursuit planes. Lower tier, formations of different types of army ship; Maj. Willis H. Hale, outstanding specialist in handling of heavy bombing ships.



Building-up MERRY and happy—full of energy and rumping fun—every father and mother delights in this evidence of glorious and health.

The energy and vitality children are so prodigal in spending have to be made good from the energy creating elements to be obtained only from nourishment. The children are growing—physically and mentally—and nourishment is essential for healthy growth.

During the growing years of childhood more nourishment is necessary than ordinary food contains. Children need "Ovaltine" as their daily beverage. For this delicious food beverage supplies concentrated nourishment in an easily digested form.

"Ovaltine" is prepared from the richest of Nature's tonic foods—milk, milk and eggs. It contains a superabundance of the nutritive elements which build up brain and body and create energy and vitality. Make "Ovaltine" your children's daily beverage. Note their increased energy and vitality, and see on their cheeks their glow which comes only from the enjoyment of perfect health.

Children specially need "Ovaltine" at the beginning of the winter. It will build up a rich reserve of health and energy—thus enabling them to resist colds and epidemic infections, and keeping them in robust health in spite of unpleasant winter conditions.

OVALTINE

TONIC FOOD BEVERAGE

Builds-up Brain, Nerve and Body

[A. P. B. 13]

Clothes Make the Sportswoman

There is a special outfit for every game, and even if you don't win, you can have the consolation of knowing you're winner by being best dressed of all the players

by Julia



all costumes from William Bloom, New York

I. navy blue dots on a background of white make this stunning knit jersey for country club wear.



III. a cape sleeved blouse adds interest to this pajama set of blue and white polka dotted foulard for beach wear.

IV. there's intrigue in this pale pink jersey bathing suit with its hand-blocked rose and black shorts.



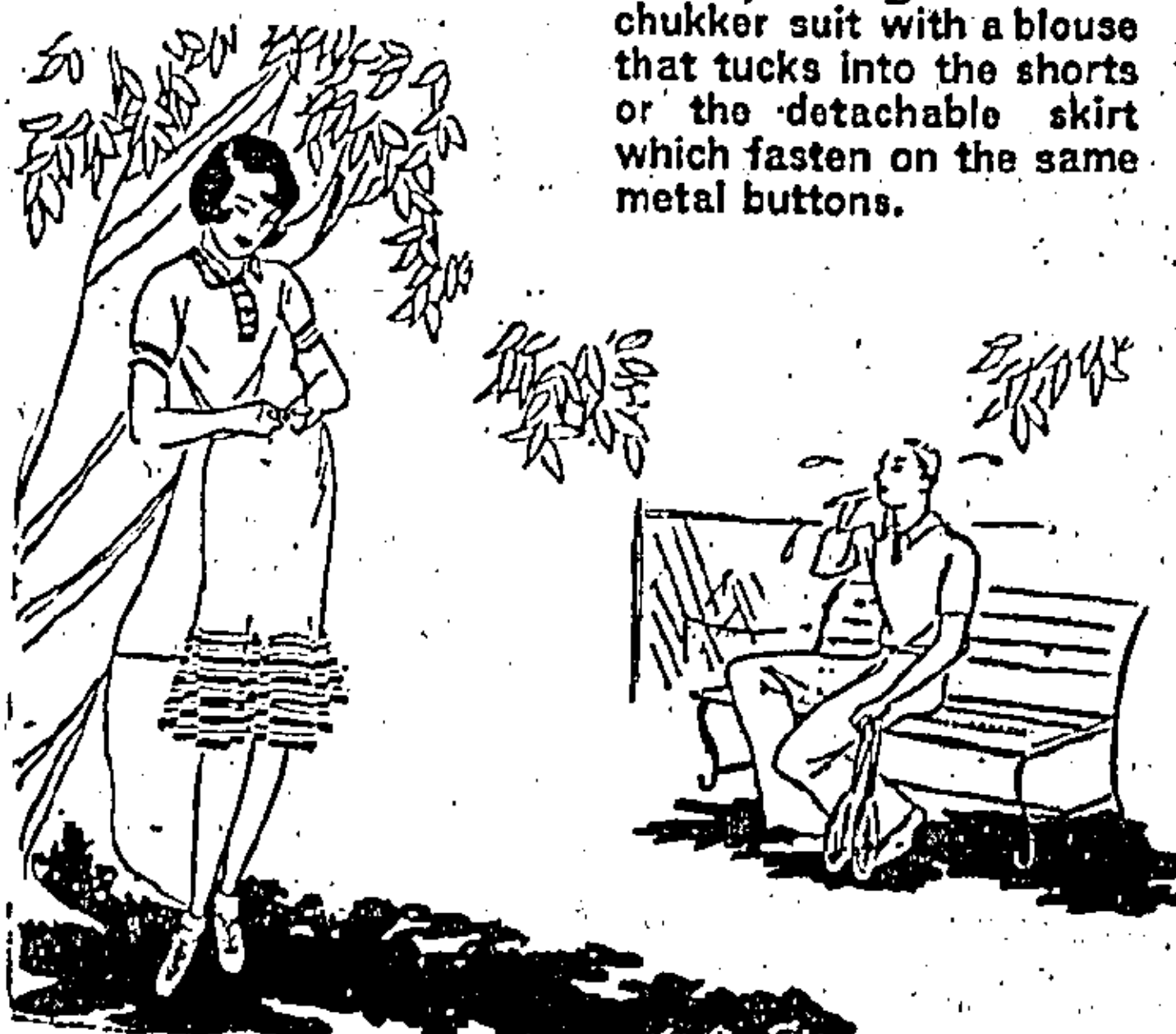
VI. golf appeal is increased in this three-tone blue knit ensemble.



V. brown and white are combined in a mannish, tailored, flannel yachting costume.



II. new tennis togs favor this chukker suit with a blouse that tucks into the shorts or the detachable skirt which fasten on the same metal buttons.



YOU can all win laurels this summer in the sporting world. If not by your skill, at least by your appearance.

The lady-part comes in the way you look. After all, even on the court or course, you will be given the credit for seeming what you look. And it is just your own fault if you do not look the part of the expert sportsman this summer. There never were such delectable togs designed for the great outdoors.

In the first place, every single sport you may pick has its own particular style of togs. You can have linens, silks, reps, wide-wale pique, jersey, tweed, cottons or any other fabric you want for any sport. And you can have any color. But the specialization comes in cut.

I. FOR golf or country club wear I suggest a polka dotted jersey, navy blue on white. It is a new type of frock, a sleeveless jumper over a mannish little shirt that has a polka dotted tie in a smaller dot. Shoes are blue and white and there is a purse and beret to match the frock's material.

II. ALL this talk about greater freedom for women certainly is given a boost by the new tennis togs. You can play in shorts this year, be comfortable, look cute as creation, and have enough room to stride after the hardest drive without giving a thought to being cramped by flapping skirts.

When you finish playing your game and join the crowd on the country club porch for a cooling drink or two, there is a skirt to match your shorts suit which you can slip on very quickly, and there you are, every inch a lady!

The newest of these tennis shorts suits you will find is the "chukker suit." It has shorts pleated into a yoke which buttons onto the chukker shirt which tucks into the shorts. The skirt has a yoke, too, which buttons over the shorts.

One of these comes in soft blues, a new sports color for the tennis courts. It has a border of harmonizing blues and the little collar which buttons under the chin is made of the border.

You can open this wide when you want to play, or you can wear it shut. Take your pick. You will find the short sleeves comfortable and there is no denying their chic.

III. YOU must go down to the sea stylishly or stay away from the beach altogether this year. New bathing suits are stunning. New beach outfits are even cuter.

Many cottons, hand-blocked linen, paisley prints, cretonnes, terry cloth, and a variety of other colorful patterned materials are used for the beach. But silks are too. You can have what you want.

If you want to hang your clothes on a hickory limb and not go near the water, but stay pleasantly on the sands, by all means pick a coolish pajama set. Foulard makes some mighty cute ones.

Very new and very feminine is the little suit that uses polka dotted foulard, in a shower of white dots against a lighter-than-navy blue, and tucks a cape-sleeved blouse into them.

White silk pipes all the seams, giving a decorative touch to the pajamas. They are cut with fullness but not exaggerated fullness. The little blouse is suntan back and the way the cape points down in the front is a becoming line. A shallow crepe de chine beret is worn with this, or a big, flopping hat.

IV. THERE are a few rules you should abide by in picking your bathing suit. It should have over-shoulders or a little over-skirt, which you don when you emerge dripping and flop down on the sands for a nice heating through by old Sol Sun.

The two newest colors for the bathing suit are pale pink and pale blue. You may think they are funny colors, after all the gaiety of vivid hues. But you will discover they look tremendously chic against the white sands and the blue of the water.

A little import that might tempt you or give you ideas, is tricky as can be, with a little one-piece suit of the finest of pale pink jersey, with your initials done in two pinks and a black right up on your left shoulder.

There is a scarf like your suit to wind around your long-short bob. And over this suit you put the cutest, neatest, trimmest little hand-blocked printed shorts of pink and rose flowers against dull black linen. They are pleated to make them virtually as full as a skirt and fit well over the hip to give them swank.

There is also a big bag of the same material for your cigarettes, make-up, book and whatever else you will want on the beach.

V. YOU may not have been yachting before this summer, but so many folks are devotees of that pleasant sport that chances are you may have an invite. Or, whether you yacht or not, certainly you are apt to be near the water and it is quite seemly to wear a nautical costume.

Brown and white is the latest color combination for you for the yachting outfit. And, of course, you must be all dressed up in brass buttons. An attractive yachting outfit has a trim tailored coat of brown flannel, mannishly tailored with double breast, patch pockets and notched lapels. It has a little white anchor on the pocket, for a feminine touch.

The skirt that goes with it is white flannel, made with a deep yoke that fastens with a double row of brass buttons, too. A cotton mesh shirt, with short sleeves, has a little bow of brown ribbon at the neck. Brown and white sports shoes, mesh stockings and a white flannel beret will see you through any day on the water with real distinction.

VI. ANOTHER golf ensemble uses checks, zigzag stripes and plain material together to create a most distinctive and vivid little outfit. There is a plaid blue and blue skirt, cut gored, for a change, with a banding of bright blue flannel across it. The jacket matches this in color and the little tuck-in blouse is made of the sweetest voile, a new trick for coolness and originality, with lingerie touches in the form of hand-fagotted collar and cuffs.

Topping this is a bright blue blocked hat, faced with white and banded with white grosgrain that ties in back.

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OF THE HONGKONG TELEGRAPH

Hongkong Telegraph

Pictorial Supplement

July 12th, 1930.

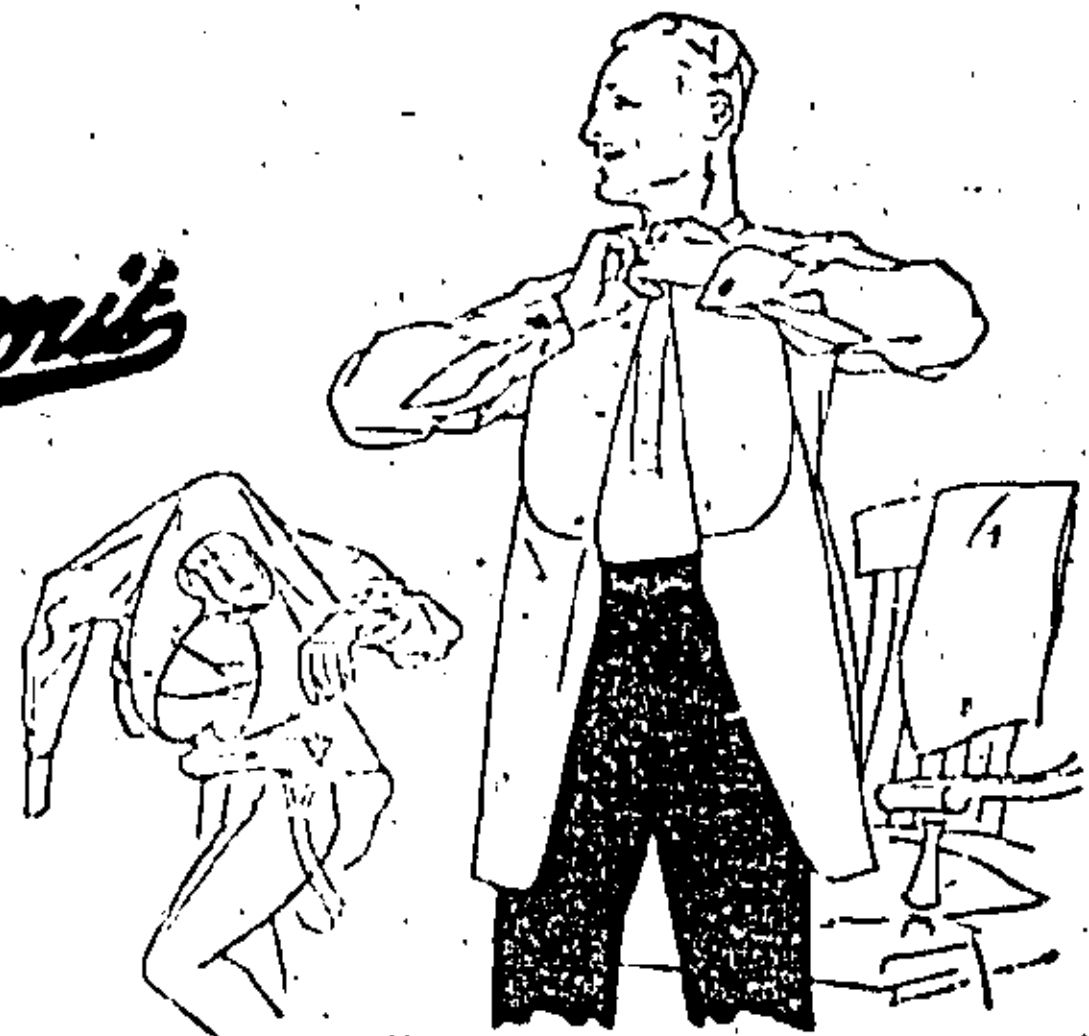
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—cut coat style too,—so such easier to get on and off.

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1 1/2, 1 3/4, 2 & 2 1/2 inches deep

All in quarter sizes—4 to every inch.

Try a quarter size larger than usual for extra collar comfort.

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A splendid quality Flannel
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Whiteaway, Laidlaw & Co., Ltd.



Gertrude McNeillie, who secured Intermediate Honours in the Trinity College of Music Examination. Photos of other successful candidates are also given on this page.



Mary Albers
(Junior Pass).



Luz Fanlo, who secured a Pass in the Junior Division.



Helen Leong
(Preparatory Pass).



Grace Swan
(Junior Pass).

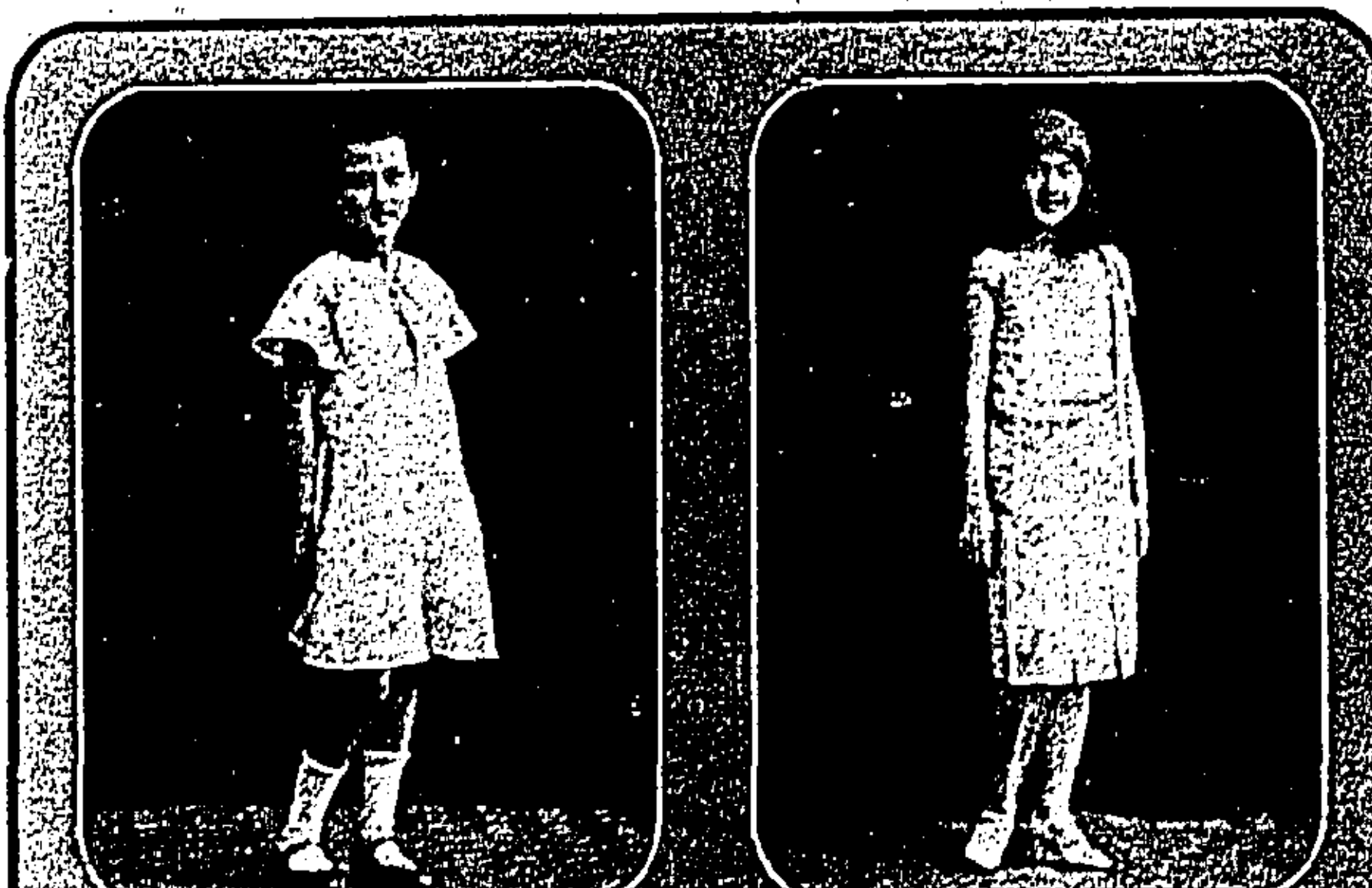
Frances Lau
(Higher Local Pass).



Agnes Liang
(Junior Honours).



Amparo Fanlo
(Junior Honours).



Rachael Rego
(First Steps Pass).

Amparo Karagdad
(Junior Honours).



May Chan
(Intermediate Honours).



Michiko Okamoto
(Preparatory Honours).



Alex Henkina
(First Steps Pass).

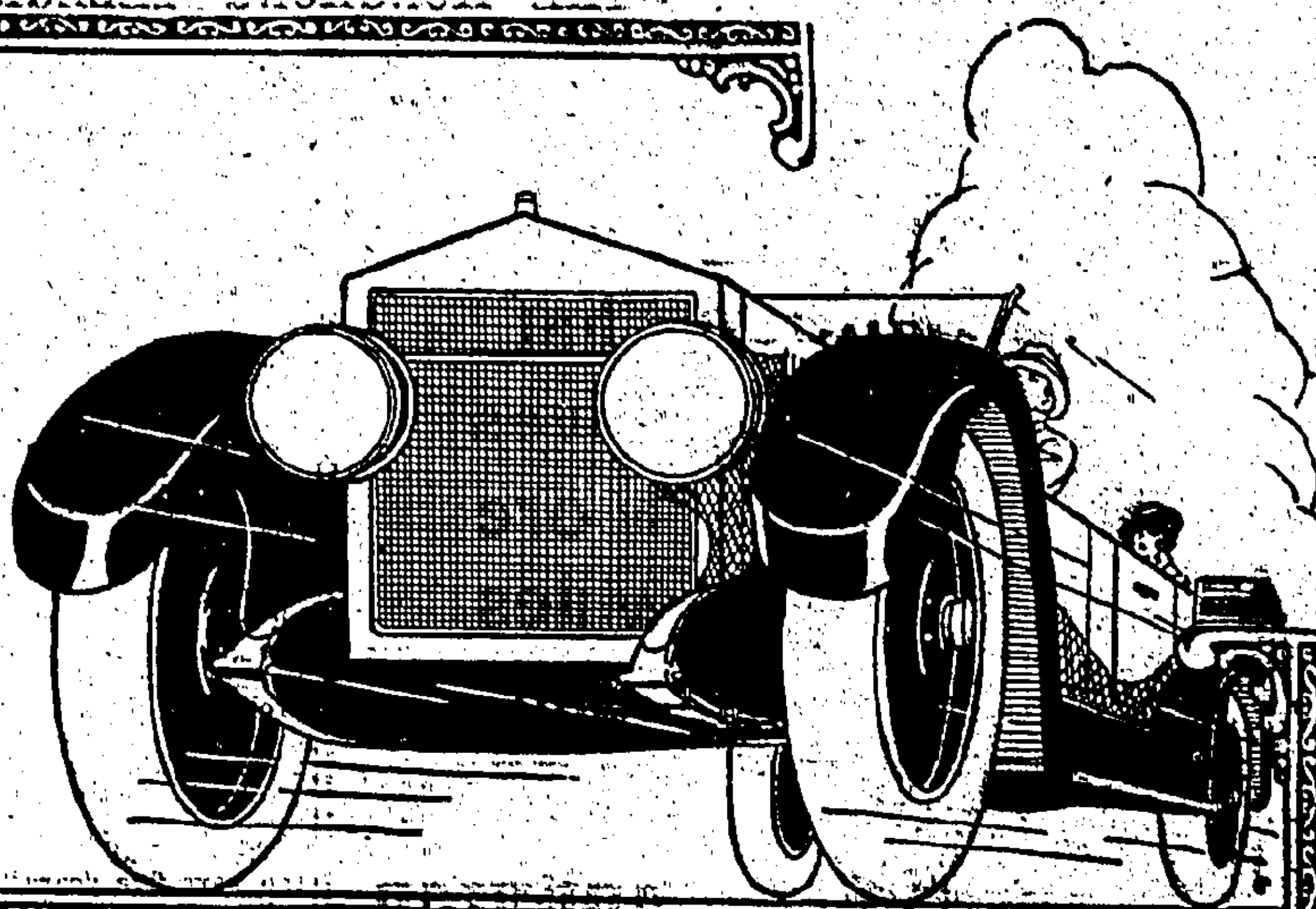
Anita Silice
(Higher Local Honours).



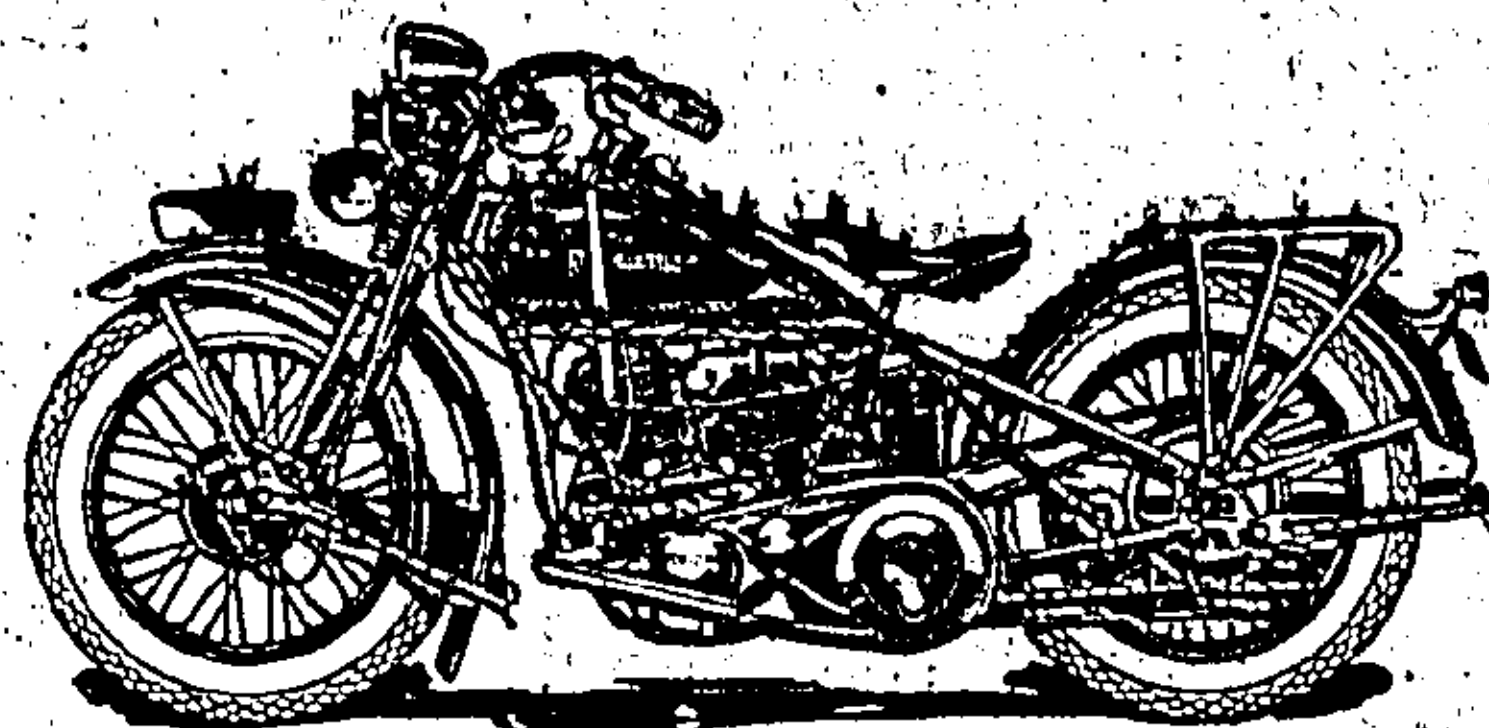
Jose Ernesto Antonio
(Preparatory Pass).

MOTORING SUPPLEMENT

OF
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CURRENT COMMENT

Road Improvements.

Some excellent work is being carried out along Ewo Street, near Causeway Bay, where the road is being straightened out, and the tram tracks relaid to the left of the thoroughfare. This street has to carry much traffic, and when the work is completed, a great improvement will have been effected. The only complaint is concerning traffic control at the intersection by the French Hospital. This important aspect does call for improvement.

New Territories Road.

While it is fully understood that it is necessary to scatter sand on the surface of roads which develop "tar-bleeding" as the result of the heat, in some instances, very little discretion is shown in the scattering. On certain corners patches of sand are encountered almost inches thick, and the danger of skidding is greatly increased. On other sections of the road sand has been strewn in a manner which appears to be quite effective, without rendering the surface at all dangerous, and the opinion is naturally gained that the trouble lies with the people who do the work.

Rickshas and Signals.

The regulating of traffic outside the Star Ferry Wharf on the Hongkong side of the harbour serves a most useful purpose, allowing ferry travellers to cross the road safely while motor vehicles are stopped. It would be as well if rickshas were compelled to observe the signal, for it is a common sight to see these vehicles causing commotion by breaking through the stream of pedestrians, thus causing delay, and to a certain extent, defeating the object of an otherwise excellent system.

A Non-Stop Minor.

At the Mangere Speedway, Auckland, New Zealand, a twenty-four-hour non-stop endurance test has lately been carried out by a lady driver of a Morris Minor.

Driving an absolutely standard touring model, the only adaptation of which had been the addition of an auxiliary petrol tank and the removal of the hood, Miss Mabel Oliver put up the very creditable total of 1062 miles in the twenty-four hours, the car being refuelled from another vehicle whilst under way.

An average speed of 44 1/4 miles per hour was maintained, and the test was officially observed by the Auckland Automobile Association.

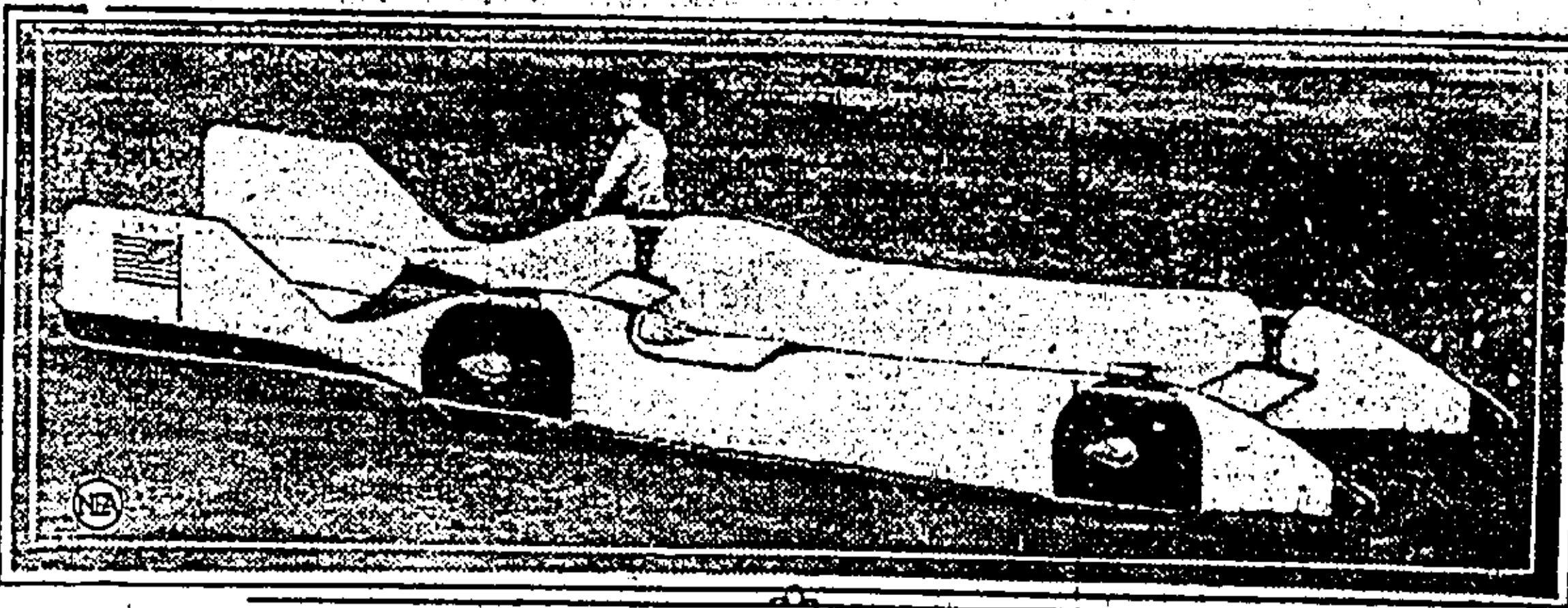
Aiding the Legal Mind.

A move in the right direction has been made in regard to matters concerning modern traffic conditions in Berlin of late. A school has been started especially for the instruction of judges, attorneys and other state officials, in the niceties of traffic signs and conditions, it being recognised that a full knowledge of such things is an essential to a person exercising judicial discretion or control. The idea would seem to be very well conceived, and it should be interesting to note what effect its operation has in the courts of summary jurisdiction in Germany.

AUSTRALIA SECOND.

According to the National Safety Council, Australia, with 12 deaths for every 100,000 population due to automobile accidents, ranks second to the United States, with 19.5 deaths for every 100,000 persons.

FREAK RACER TO SEEK TITLE. Most Unique Car Ever Designed.



The wheels actually four synchronized motors of unusual type, this unique racer planned by E. J. Pennypacker of Los Angeles may be driven at Daytona Beach next spring in an effort to bring the world's speed title to the United States.



Pennypacker

and inventor, who is constructing the racing car.

There will be no clutch, transmission, differential, brakes, or carburetors in this odd craft, yet it will attain a speed of 300 miles an hour, Pennypacker believes.

Mechanically, the car will utilize motors adapted from the familiar rotary motors of aviation—but it will not use gasoline or any combustible substance.

Four such motors will be used, one for each wheel. And to backward, the operator will reverse the direction of the motors instead of shifting gears.

Pennypacker, in explaining his invention, says it has no new mechanical principles.

Turning Out the Motors.

"An experimental motor I have built," he says, "has been operated at 35,000 revolutions a minute without harming it. For the purposes of the speed trials, the motors will not have to turn over more than 2,800 r.p.m.s."

"The motor operates by the

Los Angeles, June 8.—When next spring and the time for speed trials at Daytona beach comes around, the most unique automobile yet devised will try to set a new world's record with H. A. Patterson, motor-cycle champion, at the wheel.

This is announced here by E. J. Pennypacker, mechanical engineer, designer of the racing car.

There are eight cylinders, each containing a piston which is free to move up or down and has no connecting rod. At the upper end of the cylinder is a roller bearing which plays an important part in the operation of the motor.

Pistons Drive Wheels. At the lower end of the cylinder is the gas chamber and two valves to the cylinder—one exhaust, one intake. They are sleeve valves. This central chamber moves in a constant circle, opening and closing the valves, while the cylinders remain fixed.

Because the cylinders are set off-centre, the expansion of the gas drives the piston up into the cylinder until it hits the roller bearing. This off-centre motion sets in motion a steel shell, which forms a rim around the outside of the roller bearings. By reversing the action of the centre gas chamber housing, making exhaust valves intakes and vice versa, the car is reversed.

Outside the turning shell, the tyre is mounted, thus completing

the wheel. There is no crankshaft or main bearing; the whole action is based on the off-set principle. The upper roller bearing returns the piston to the bottom of its cylinder, ready for the entrance of the expansive gas again.

In a rotary motor, Pennypacker points out, the whirling cylinders set up a centrifugal force tending to keep the pistons away from the bottom of the cylinders. Because the cylinders in his motor are stationary, Pennypacker says, a great deal of force is saved for the process of turning the wheel.

Motor's Become Brakes. To slow down, the driver will stop the valves in dead centre position, creating a vacuum in the motor which will brake it. After overcoming his terrific speed, he may apply a bit of reverse motor to effect a complete stop.

Only a pointed rocket and the tyres will offer head resistance and the complete car will weigh less than 3,000 pounds. The famous Sunbeam, holder of the record at better than 231 miles an hour, weighed about 12,000 pounds.

Pennypacker, who is to drive this freak car, holds the motorcycle speed record of 142 mile an hour. He is 25 years old and was a friend of Lee Bible and Frank Lockhart, both of whom were killed trying for a record. Patterson has driven the gigantic Triplex, which tried for the record.

In contrast to the prices on the other cars, which have run over \$100,000, Pennypacker says his car will cost less than \$50,000.

THE NEW ESSEX.

Increase in Engine Power.

An unusually smooth flow of power at all speeds is offered in the New Essex Challenger, many entirely new features that have been evolved and perfected in the course of extensive engineering research contributing to this.

The new motor is equipped with a "free moose horn manifold" on a carburetor riser. The manifold proper is retained in the cylinder block and contains baffling in the passages located in such a way as to provide uniform fuel mixture distribution to all cylinders. A 1-1/4 inch heat controlled Marvel carburetor is attached to an entirely new type of riser which is exchange heated at the dome, providing initial evaporation of the liquid particles in the fuel stream. Automatic heat control is provided to accommodate varied atmospheric temperatures. These features provide better distribution and higher volumetric efficiency.

Dual Flow Oiling System.

An improved modern dual-flow splash oiling system is used. The oil is delivered to both ends of the motor after which the streams flow toward the centre where they combine and return to the sump. The oil pump is a new airplane type with a silent, high efficiency, positive short stroke, valveless, dual-

BOTH HANDS ARE NEEDED.

A man who was fined for driving a car with only one hand on the wheel, and the other around a lady, pleaded that he had the car in perfect control.

A car that's under traction Needs much more than just a fraction

Of attention, may I mention, ere its course is quite secure;

Emulate the Armless Wonder, And you still may make a blunder

If you hearken after dark unto the feminine allure.

A roaming cop will snare your And malevolently tear you From your carriage (and a marriage that you may have lived to rue);

Preventing this behaviour I suggest, then, that to save your Growing bolder, on her shoulder a "No Parking" sign on view.

So choose a road secluded, If you wish to be deluded In believing that Love's thievings pinched the heart from out your chest;

Here you can find a dark spot, Where enduring policemen mark not,

And inform her of the storm her presence causes in your breast.

A cat's alright for necking, Or such unimportant pecking, But it's better to forget her (also safer) while you drive.

Some cheap advice I'll give you, That may save you trouble. If you Mix steering wheel with sex appeal you'll not be long alive.

discharge, large oscillating plunger. The pump output is three times that of the former plunger pump and delivers equal amounts of oil to either end of the motor at all engine speeds.

"L" Head Cylinder. A new non-detonating, high

compression L-type of cylinder head, patents on which have been asked, is employed. The incoming mixture is directed to flow across the hot exhaust valve before entering the cylinder proper. The liquid portions are thus evaporated, the effect of which, together with the relatively cool incoming

mixture, cools the exhaust valve and thus prevents it warping.

These combined features of new manifolding, new riser, large carburetor, new dual flow improved splash lubricating system and the new non-detonating high compression head have contributed to an increase in engine power of nearly 10 per cent.

CAB OWNERS CAREFUL.

New York insurance men have figured out that taxicab drivers who own their own cabs are more careful than drivers who work for companies operating large fleets of cabs.

SERVICE —REAL SERVICE!

Latest Machinery
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NO JOB TOO SMALL
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Safe and Dependable Aeroplanes.

[By Edward S. Evans.]

At a Chamber of Commerce dinner which I attended recently, two men were talking about the future of the aviation industry. "Five years from now we shall all have our air flivvers parked in our garages, and regulating traffic in the skies will be as much of a problem as street traffic is now in downtown business sections," one of them said to me. "I have half of my investments in aviation securities, and I expect to see these make a small fortune for me in the next five years."

"You are wrong," said my neighbour on the left. "Air transportation offers few practical advantages over other means of travel. It has yet to be developed to a safe practical basis. Aviation offers a thrill to the young man and woman, and aeroplanes are useful for carrying mail, but they cannot compete with other means of transportation. One hundred years from now our successors in business may travel by aeroplane regularly, but our generation will never see aviation developed so that it is of much value to the public."

Both of these men had entirely the wrong picture of aviation, but their opinions are held by many business executives, so that it may be of interest to consider some of the questions that are confronting the industry, as well as some of the past and probable future developments. In the next few years, every executive of a large corporation, who has not already done so, will have to give consideration to the place of air travel in his organization.

In order that present conditions may be understood, it is necessary that we review briefly the development of popular interest in aviation. Colonel Lindbergh's historic flight may be said to have marked the beginning of commercial aviation, in America. Immediately after this flight, every aeroplane manufacturing company was flooded with orders for new planes.

In 1925 the writer made a record-breaking trip around the world in 28 days, using aeroplanes for a large part of the trip. Many of my friends at this time thought I was writing my death warrant every time I stepped into a plane. And yet these same men and women and millions of others all seemed to want to get into the air in 1927, and there were not planes enough to accommodate them. Commercial operators were making small fortunes from taxi hops and cross-country flights; and scores of planes were purchased for various advertising and other commercial services.

At the old San Diego plant of the Ryan Aircraft Corporation which built the "Spirit of St.

Louis," it was not unusual for purchasers to offer from \$1,000 to \$3,000 over the advertised price of a ship for immediate delivery. Not one of the companies then in business was equipped for anything like quantity production, and by the fall of 1927, the company that could make delivery within two months after receipt of an order was unusual. Many purchasers were willing to buy anything that would fly, regardless of the plane's reputation or design. This surplus of orders caused the formation of a large number of new manufacturing concerns, many of which were not making planes based on sound engineering design. The crashes in which such planes figured did much to shake the public's confidence in flying. Fortunately this situation has now been corrected by the strict Department of Commerce regulations requiring engineering approval and flight inspection of every new plane, and periodic inspections of all planes used in inter-state travel.

Although there was undoubtedly far more business than the existing plants could take care of, the fact that many purchasers tried to obtain planes from two or three companies before finally placing their orders gave rise to the belief that there were more purchasers than was actually the case. Many plants were doubled and tripled in size; scores of new ones were built; and everything possible was done to speed up production.

Mushroom Companies. Lindbergh's plane was one of the few cabin ships on the market, and the demand for that type was so great that many companies were forced to design entirely new ships. All materials entering into aircraft construction were difficult to obtain, competent men in all departments were scarce, and the industry was suddenly confronted with the new problem of quantity production. Selling planes was the least of the worries of aircraft company executives.

In view of these conditions, it is little wonder that the industry has made many mistakes. It was to be expected that certain promoters would seize upon the public's desire to invest in aviation enterprises as an opportunity to organize companies having no economic reason for existence. The history of the aviation industry has been no different from that of other new industries in this respect.

It has been only recently that aviation companies could offer high enough remuneration to attract men of broad and successful business experience. Originally, the pioneer work was done either by engineers or pilots. We

owe a debt of gratitude to these men who carried on through nine years of almost insurmountable obstacles, bringing the aeroplane to its present stage of reliability. It was only after this tedious pioneer work had been accomplished that purse strings were opened and the necessary money provided for establishment of air transport lines and aviation schools, and for the development of improved aeroplane designs and manufacturing facilities.

We have heard much in recent months about overproduction in the aircraft industry, and many unfounded rumours as to the general condition of the industry have given rise to opinions in some quarters that the aviation industry is in anything but a strong position. Despite the fact that aviation has just had the most successful year in its history, production did fall to some extent to certain over-optimistic predictions made early in 1929. In 1928, approximately 5,000 planes of all types were built in America. Some aviation enthusiasts predicted that the 1929 production would be over 10,000. Figures for 1929 recently released by the Aeronautical Chamber of Commerce give the aeroplane production at 6,034 planes and the value of motors and planes manufactured at \$98,000,000.

In 1929 the production of planes for commercial use increased 51 per cent. by number and 93 per cent. over the preceding year in value. There is nothing phenomenal in this increase, but it is a record which few industries could point to last year, and one of the best indications of the increasing air-mindedness of the American public and business man.

The Army and Navy are taking a rapidly decreasing proportion of the total production. Seven years ago, all planes produced were intended for military purposes, while last year this market absorbed less than 25 per cent. of the production.

The greatest problem now confronting the industry is that of educating business executives to the practical value of air transportation. It is true that the industry has been somewhat backward in adopting a sound merchandising policy. From 1918 up to the present time aviation has been presented with the greatest amount of publicity ever given a new industry. In some ways this has hurt rather than helped in educating potential users as to the value of this modern mode of transportation. Far too much emphasis has been placed on the

romantic appeal of flying, the danger of travelling by plane, and the thrilling experiences encountered by pilots and passengers.

Speed an Essential.

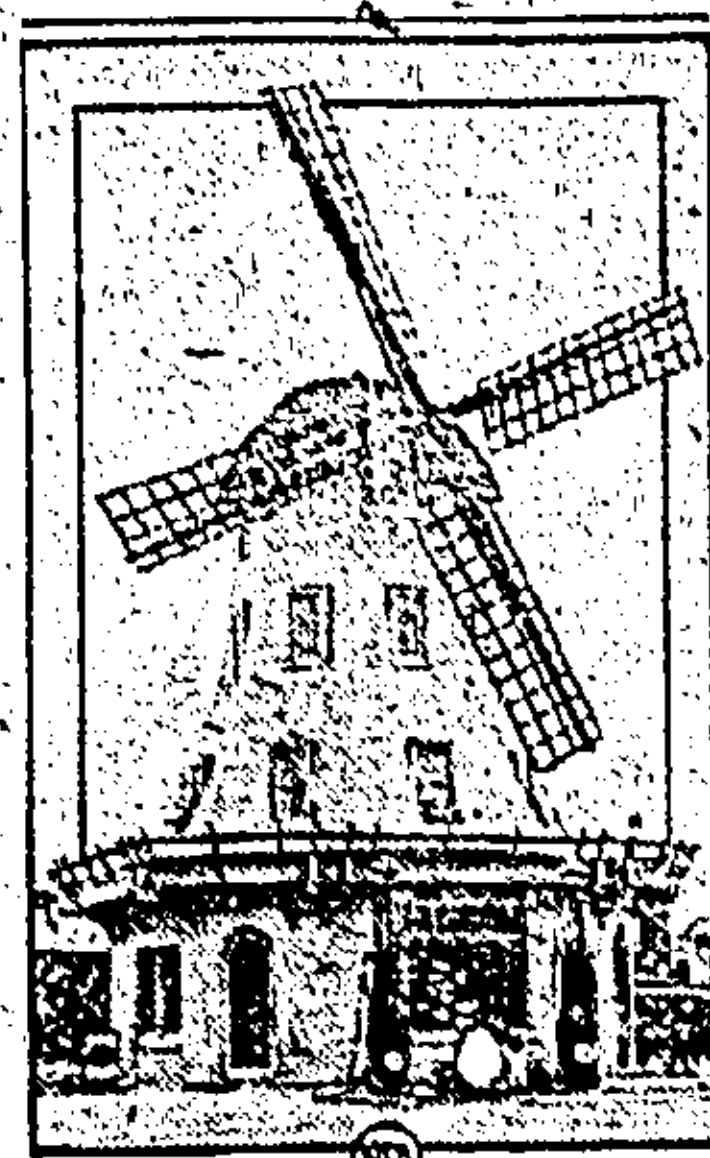
The whole American business structure is based upon speed. Small inventories require fast deliveries, the many recent mergers have placed a great premium on the time of business executives, the necessity for frequent changes in the design of products requires many consultations with high salaried consulting specialists, and present conditions require frequent personal contacts between salesmen and the home office.

A survey recently conducted by the Detroit Aircraft Corporation showed that approximately 180 companies now own one or more planes. At least 20 of these own two or more ships, and it is believed that this list will be increased to many hundred by the end of 1930.

During the recent scramble to increase production in an attempt to meet the sudden demand for planes, many plants were expanded more rapidly than future economic conditions warranted. Certain companies now find themselves with uneconomical manufacturing facilities on their hands, and this will result in a certain amount of new plant construction in the near future.

Aeroplane buyers to-day are most discriminating, and usually carefully compare the performance, reputation, and price of all ships that might fulfill their requirements. This has placed certain of the smaller companies, whose planes are not soundly engineered, in a serious position, and will undoubtedly result in a great reduction in the number of

ROADSIDE ART.



This novel gasoline station, located on U.S. Highways 40 and 73, 25 miles west of Kansas City, Mo., is doing a rushing business. A neat cafe is inside.

aircraft manufacturing companies. The Department of Commerce recently listed 240 companies that claimed to manufacture planes. The great majority of these were not equipped for anything like production, and many were founded purely as a basis for stock promotion. The production of 20 of these companies accounted for 85 per cent. of the 1929 production. By the end of 1930, it is probable that the number of companies engaged in all phases of aviation will be greatly reduced. (To be Continued).

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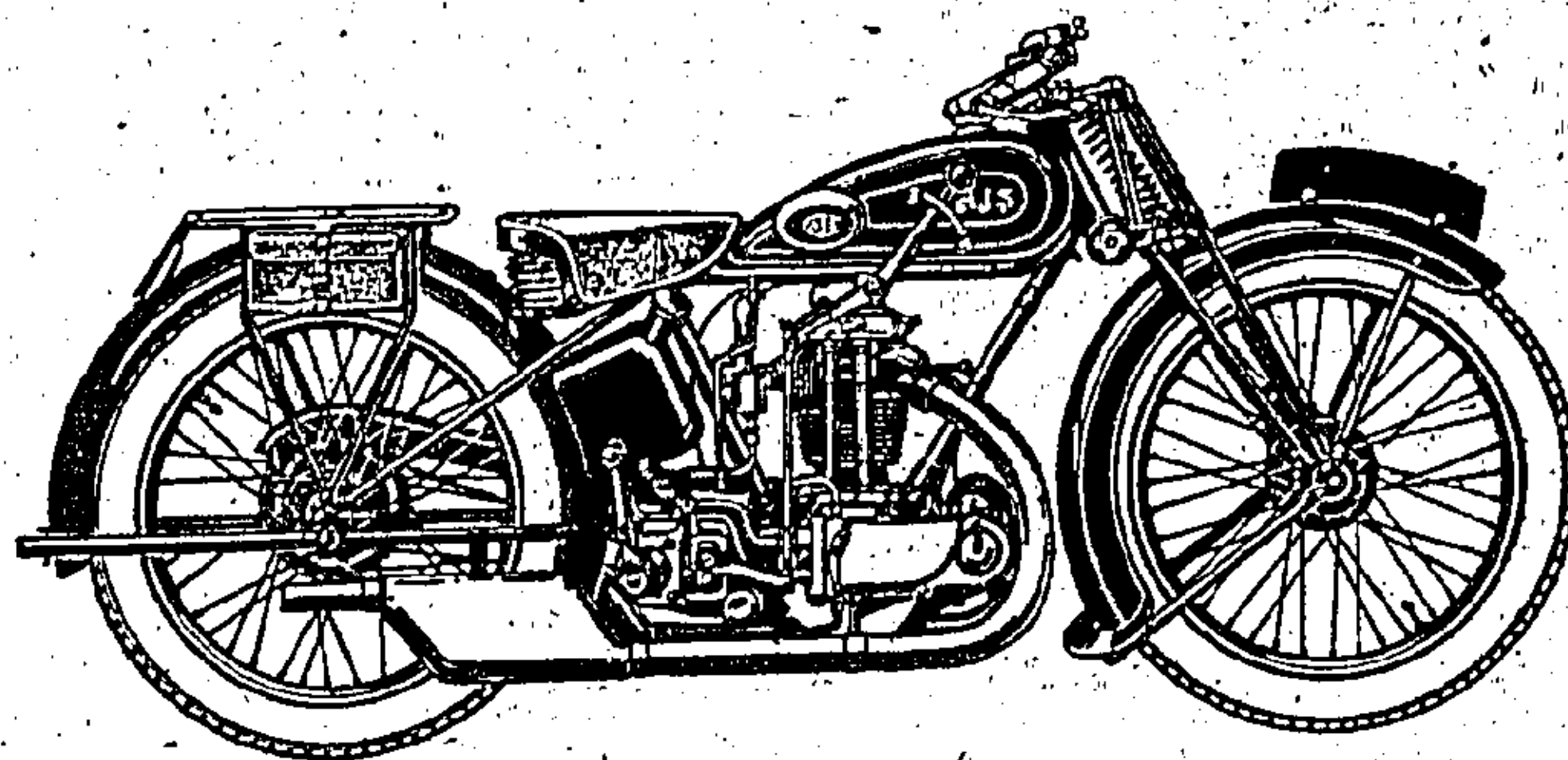
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"The BIGGEST THING IN
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PANAMA ROAD.

International Route Planned.

Washington, June 5th.—With in a few years we are likely to be able to make motor tours from any point in the United States down to the Panama Canal.

Highway experts, automobile interests and the various governments between Washington and the Canal Zone have been getting steamed up over the thought and the general idea of an inter-American highway has become definitely fixed as something which is bound to come—and the sooner the better.

The Senate has before it the Oddie amendment which would appropriate \$50,000 for co-operation with members of the Pan-American Union in advance surveys on possible routes, probable costs and other factors in construction. Congress two years ago authorized this appropriation and it is asked now in a proposed amendment to the deficiency bill.

As soon as the money is available the State Department is ready to go ahead with the preliminaries in conjunction with Mexico and the Central American republics.

International Group Busy.

Since Congress originally resolved to embark on the survey the First Inter-American Highway Congress has been held in Panama. The congress decided that there was no physical obstacle in the way of a programme which would open such a highway for public travel within five years. The Pan-American Union was asked to create an international commission to study problems of location, construction, maintenance and financing.

It was decided that each of the countries through which the road will run—Mexico, Guatemala, Salvador, Honduras, Nicaragua, Costa Rica and Panama—should fix the route through its territory with a view to the best social and economic development such as the road is intended to promote. These countries and the United States were called upon to assist the commission with engineers, transportation, information or other means.

The arguments on behalf of the highway are that it will promote social intercourse and better international understanding among the several nations, greatly lessen the cost of both domestic and national transportation and improve

the economic condition of the territory traversed.

Construction would be carried out progressively. That is, roads would be "roughed through" to permit motor transportation and further improvement would be undertaken as traffic began to move through.

U. S. Part Fulfilled.

No building would be required on the part of the U. S. The northern end of the highway would end at Laredo, Tex. There are plenty of hard roads in American to connect with it. Canada, which also is expected to join in the project, would also need no extra construction.

Mexico some time ago approved the route of a highway running from Laredo to Mexico City and from Mexico City in the inter-American highway which would cover almost half the distance from Laredo to the Canal. Construction of this is being given preference in the Mexican roads programme and large stretches of improved road are now maintained north of Mexico City.

All the Central American countries are concentrating on highways as a general programme, keeping in mind their part in the future inter-American road. Salvador is carrying out a programme including a link from the Guatemalan frontier to the Honduran border. Honduras expects soon to start work on a Pacific coastal highway connecting Salvador with Nicaragua. Guatemala, Nicaragua and Costa Rica are all developing highways and Panama has built with the great outlet to the north in mind.

One of the aims envisioned is a highway system which eventually will connect the capitals of all the Latin-American republics.

President Hoover is especially enthusiastic over the plan and has endorsed the proposal to lend American engineers from the navy and the Department of Agriculture to aid the smaller republics in their construction problems. He has also recommended to the favour of private interests "all reasonable loans sought by these countries to open main lines of travel."

PROPER NIGHT SPEED.

The Mississippi supreme court has decided that the proper night speed for automobiles is that which enables a driver to "stop within the range of the headlights of the car."

SIGHT TEST FOR DRIVERS.



Dr. Edwin Silver of Washington, D. C., is shown here testing an applicant for a driver's licence for wideness of her vision.

Washington, D. C., June 5th.—What a motorist sees out of the corners of his eye is the difference between his safety and an accident, according to results of a new eye test being conducted by Traffic Director William H. Harland on applicants for motor car drivers' licences here.

This test calls into use a little instrument devised by Dr. Edwin Silver, chairman of the Motor Vision Commission of the American Optometric Association. It is a little white metal disc, about three-quarters of an inch in diameter, mounted on a metal rod and resembling a hatpin eight inches long. The examiner holds the little device first to one side of the applicant's head, then to the other, moving it until it is in the field of vision.

At the point where the disc actually becomes distinguishable, while the applicant is looking straight ahead, the angle of his vision is determined. Still looking straight ahead, he is asked to report what he can see out of the corner of his eye. As the disc can be twirled without arm movement by the examiner, it can be used to determine whether or not the applicant is capable of detecting motion in his field of vision.

"Barrel" Vision Dangerous.

Some persons can see nothing out of the corners of their eye and must

turn their heads when wishing to view anything to their right or left, says Harland. He calls this "barrel vision." Such persons are more liable to auto accidents than those who have a wide range of vision to either side, he adds. The latter can see cars coming out of the streets much easier than those with "barrel" or direct vision.

At present, only seven states and the District of Columbia require eye tests before applicants for drivers' licence receive them. This test of the District of Columbia is said to be the only one of its kind employed, and is in addition to those of visual acuity and colour perception. The test requires that all applicants see objects and pedestrians in motion to their right or left. In other words, they must possess a visual test of 120 degrees range.

Average Range 10 Degrees.

According to Dr. Silver, who has been working in co-operation with Harland, eyesight has a range of about 180 degrees. It is because of this fact that the person with normal sight can distinguish motion when it is almost at right angles to the eye.

"It is true, however, that the real sense of visual acuity is restricted to a radius of five or ten degrees and that one must turn his head clearly or definitely to see anything out of that range," says Harland. "The indefinite range of vision, or that in which the motorist is able to see out of the corner of his eyes, plays a great part in safe or unsafe driving."

"The person who has only direct or barrel vision, sees only what is directly ahead. With this kind of eyesight he sees as if he were looking through a cylinder or pipe. Any person even walking is so handicapped that unless he sees indefinitely what is to his right and left, he often strikes against objects and knocks over things which he might have avoided."

"The motorist who does not possess what is called peripheral vision, or the ability to see even in a vague way cars approaching from either side, or obstacles to the right or left of his path, is hampered in avoiding collisions because he cannot see his danger in time to escape it."

"Though skilful management of a car and good judgment in driving are essential to the motorist, the importance of good eyesight cannot be overrated," Harland concludes. "The accounts of many accidents convey the idea that the driver did not see the train, the other car, the pole, the ditch, the tree or the pedestrian in time to avoid disaster."

JUDGING SPEED.

Delicate Instrument for Motor Engineers.

Flint, Mich., June 5.—A motorist may think he is travelling fast when he goes whizzing at 75 miles an hour. But figuratively he is standing still when such speed is compared with that of a delicate instrument which was used recently in connexion with automotive development work.

This instrument, called an oscillograph, played an important part in the recent discovery of a new and improved spark plug electrode alloy, enabling engineers to better study the characteristics of the electric spark.

It traced a line one inch long across an exposed photographic plate in one-millionth of a second, which is equivalent to 144,100 miles an hour.

At this rate of speed a trip to the moon would require less than two hours.

ANOTHER SIX.

Morris Range Increased.

ATTRACTIVE 15 H.P. MODEL.

Into the light six-cylinder car field comes Sir William Morris with a 15 h.p. Morris-Oxford. In its design, equipment and sturdiness are the tangible proofs that the knightly manufacturer learnt a great deal from his trip overseas.

If there is any relationship between this and the previous Morris Oxford it is in the radiator badge, and the family likeness discernible in the radiator of all the Morris family. Other than that, the newcomer is quite new. There are traces of the larger Isis and Wolsely in its components, which do not minimise its individuality.

Solidly constructed, the frame yet does not overload the engine's capacity. It departs from the conventional in bracing, by making the crossmembers carry the running boards and support the body as well. The usual curved dumb-irons are absent from the front as the side members are extended to carry the bumpers, and a low centre of gravity is attained by kicking-up the rear.

Original Air Cleaner.

At first glance, the motor appears to have overhead valves, because of the cover plate along its top. Actually it has side valves, and the deceiving ton-piece is an ingenious air cleaner and engine-fume consumer. It is a metal box, quickly detachable, filled with a fibrous material, into which the air inlet is led. Air for combustion is strained through this material and, as well, two crank case breathers cast in the block lead into the air cleaner. Fumes are dissipated through this cover and any oil that may be carried up is utilised to provide a small measure of upper-cylinder lubrication via the air intake.

Self-cleaning Filter.

A second unusual feature is the oil filter, mounted low down on the crank case, and connected with the clutch pedal. Each time the

clutch is depressed, the scraper plates within the filter clean the sludge from the oil screens and tumble it into the detachable trap at the bottom.

Coil and battery ignition is used, and the distributor, generator and water pump are driven by the same shaft. All are on the off side of the engine, while the near side carries the carburettor, water-inlet, manifold, oil filler and dip stick. The exhaust manifold is swept forward to keep away heat from the driving compartment.

The motor is outwardly neat and compact, with every fitting placed for efficiency and ease of service. Internally it has a high compression head designed on anti-knock principles, a balanced crankshaft carried in four bearings, a silent camshaft, and balanced reciprocating parts. Its peak-power development is 95 horse power at 3200 revolutions per minute.

Automatic Heat Control.

Radiator shutters enhance the frontal appearance. They are thermostatically controlled to ensure efficient engine temperature.

On to the top of the steering column has been placed ignition throttle, generator and light controls. Clear lettering informs the driver where the thumb levers should lie, and a valuable detail is the electrically operated dipping headlamp, controlled by the light switch.

Within the driver's easy reach is a mixture control, which provides adjustment from full choke to normal running, while the hand-brake lever is fitted in beside the seat on the right hand side and lies almost along the floor at a point where the right hand drops on to it. It is out of the way, immediately available and can be adjusted while the car is running, by a simple thumb screw.

Hydraulic Brakes.

Operated by cables, separate shoes in the rear wheel drums are connected to the hand brake, and supplement the four-wheel hydraulic brakes which the foot-pedal controls.

These are the high-lights of an interesting and attractive car, which is radial, if considered as the product of a race said to be conservative, but normal, when seen as a contribution to Australian needs by a maker who has studied the necessities at first hand.

Wire wheels, hydraulic shock absorbers, front spring shackled at the forward-end, chromium plating of bright metal, Bishop steering, enclosed transmission and a 13-gallon petrol tank are other details which indicate the completeness of the designer's conception.

Australian bodies are attractive and roomy with a distinctive British line about their contours, and a certain fullness of mudguards, which enhances the solid appearance.

Leather upholstery is a feature of the body. The seats are generously wide, and deep-squabbed, and even the dicky seat in the roadster has had as much consideration as the driving seat of the saloons. There is ample leg room in front and rear compartments.

The flowing line of the roadster particularly is attractive. With hood stowed away, and windscreen dropped, it looks at least five inches longer than its actual wheelbase of 114 inches. The same low shoulder line distinguishes the tourer and proclaims it a car for sunshine. There is an atmosphere of youth about it, a rakish tilt here and there that suggests light-hearted speed.

A tabloid road-trial in a recently-assembled Morris-Oxford, left an appetite for more by revealing excellent steering and braking, easy gear change by a long, centrally-placed lever, a contented motor, a vast ignition range and dashing acceleration.

SAFETY IN CABS.

Massachusetts has just passed a law which provides that all motor vehicles used for the carriage of persons for hire must be equipped with non-shatterable glass.

STAND PERMITS.

Persons operating roadside marts in the state of Washington must obtain permits from state authorities before they can sell their wares to motorists.

WIDE PRICE RANGE.

Gasoline prices in foreign countries run all the way from 25 cents a gallon in Austria to 36 and 91 cents in Addis Ababa, Ethiopia.

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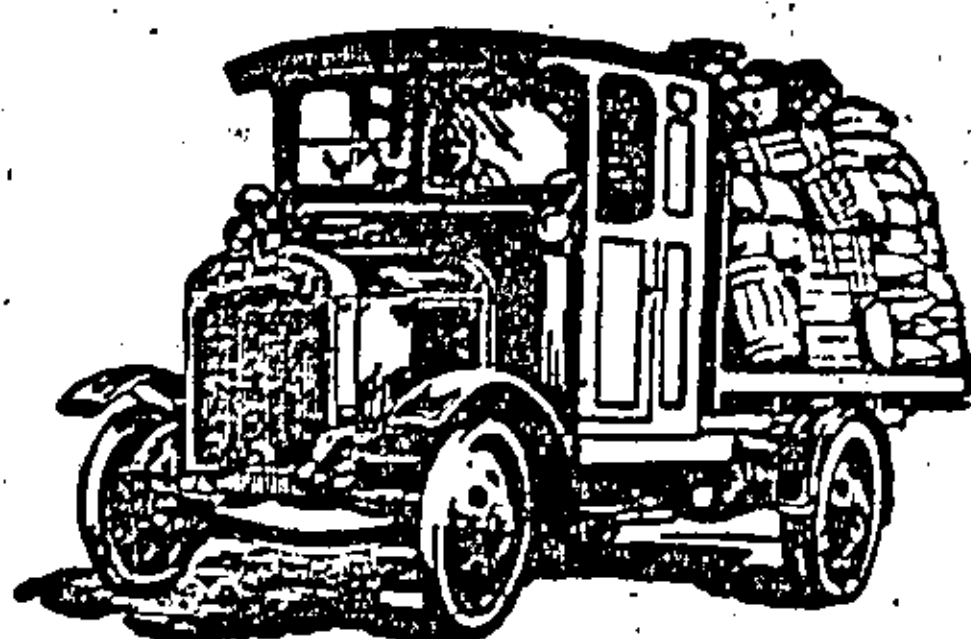
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The common exclamation of everyone when he has ridden in the New Essex Challenger is: "How did you do it! How do you get this greater power and faster get-away! How do you get this speed?"

It is a new Essex Challenger from front end to tail light. It is a longer, larger car. The Super-Six motor is made smoother and given a wider performance range. The motor retains every advantage you know in economy and long life. It is so distinctly modern in all things that count that you must want to own it.

The bodies are roomy. Three will not crowd the rear seat. There is room for your hat. You do not have to squeeze into the driver's seat. The clutch and brakes operate at the slightest foot pressure. Proper balance and mechanism make it easier to steer.

This sweeping challenge is for you to know that the New Essex Challenger is a thoroughbred automobile.

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A NEW TYPE OF SERVICE STATION.



St. Louis, June 5th.—Service stations are no longer just places to get gasoline and oil. They're now all that the name implies, and at several of them in Missouri and Oklahoma, operated by a petroleum corporation, they include everything from an oil change to hotel accommodations. They are called "terminals."

A typical "terminal," near Columbia, Mo., has a 40-room hotel, with a 154-person restaurant, women's rest room, soda fountain, emergency hospital and other departments, in addition to filling station "islands" capable of handling 10 cars at one time.

All the buildings are of colonial design, fireproof and modern. The land area of each terminal is 10 acres, with a frontage of 600 feet on the main highway.

The hospital in the terminal is equipped for emergency operations, even a major one. A nurse is always in attendance.

From gas and oil to hotel accommodations can be had at this service station near Columbia, Mo. Plan shows how the hotel is laid out, with garage below.

The entire first floor of each hotel is a garage. This floor is partly below and partly above ground level and provides space for the automobiles of all guests. No charge is made for storage.

Guests arriving at the hotel drive into the garage, give orders if they wish about gasoline, oil or grease for their cars, and ascend to their rooms. During the

night, without cost to guests, the upholstery of each automobile is cleaned with a vacuum cleaner, all the glass is washed and polished and the car is given air and water.

On the first floor are 16 guest rooms. The same number are on the second floor and eight are on the third. Above this are 10 rooms for chauffeurs. Accommodations are furnished in every room for four persons.

fact, the engineers asserted that the rubber mounting was strong enough to lift two cars, instead of one, without giving way. The rubber mounting tested was an exact duplicate of those used to cushion the engines in De Soto cars, the Six and the new Straight Eight. Complete insulation of the engine from the chassis is obtained, and the purr of the motor is more effectively deadened than by any other means.

The mounting has been most ingeniously worked out. There is absolutely no metal-to-metal contact between the chassis and the engine of the engine. The steel plate on one side of the rubber block is bolted to the chassis and the other plate to the motor. There is nothing but live rubber, free from compression, between

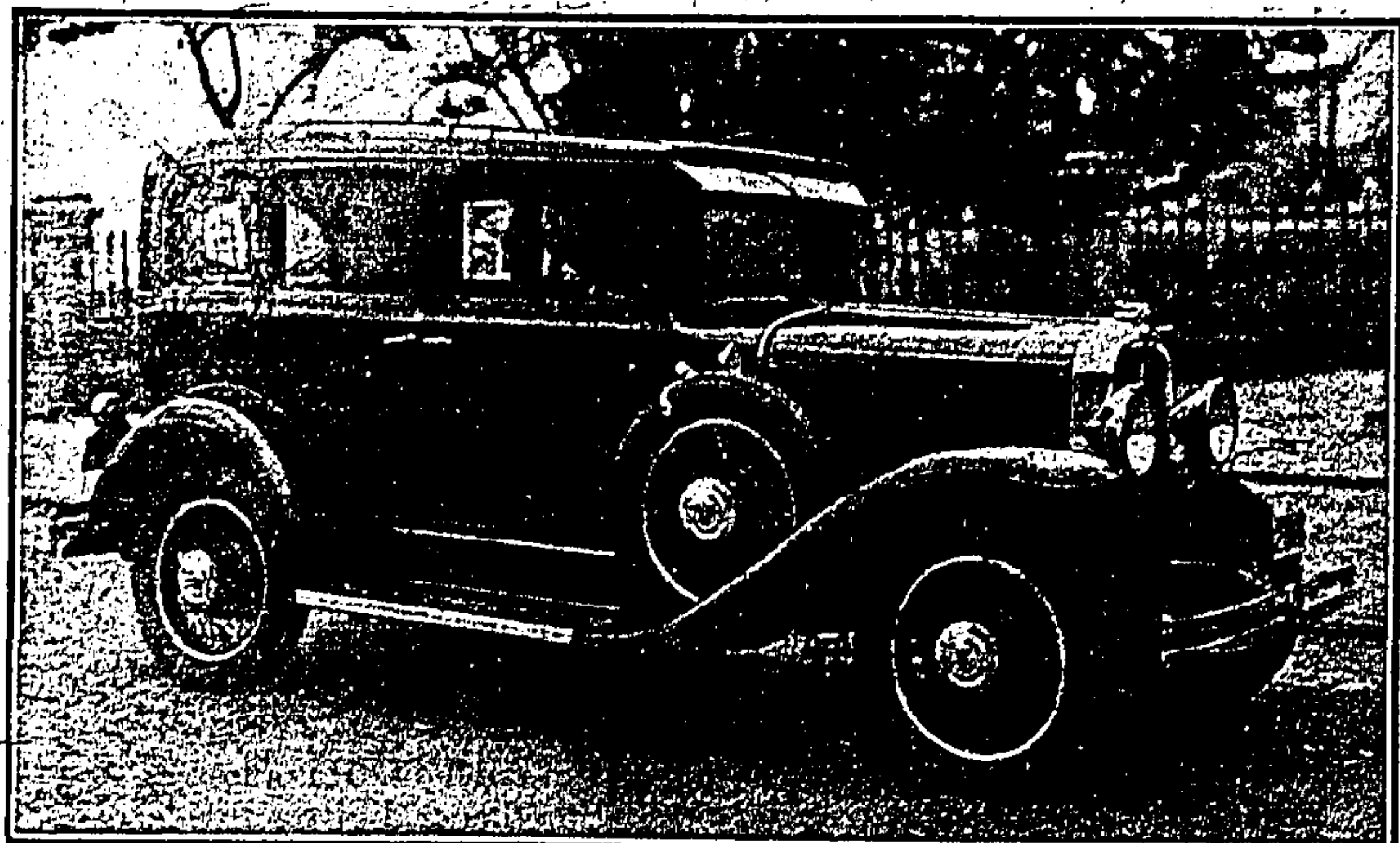
the vehicle was lifted two feet from the ground in the test, and remained suspended for five minutes. The rubber in the mounting stretched about one-eighth of an inch.

The secret of bonding rubber to steel lies in coating the metal with rubber. Then the block of live rubber, placed between the plates, is put under very high pressure and subjected to a temperature sufficient to vulcanize it. The vulcanizing frees the inherent resiliency and toughness of the rubber and, with the high pressure, forms the inseparable bond between the rubber and steel.

A strand of this rubber one quarter inch in diameter would support a man weighing 150 pounds.

Speed Spirit Stamina

beyond anything you have ever known at its price.



BIG CAR—Smart, luxurious, distinctive bodies by Fisher—exclusive with Pontiac in its field. A variety of Duco colors. Flaring, full-crown fenders, 70 inches across.

BIG CAR COMFORT—Roomy interiors with adjustable driver's seat—wide, deep, resilient cushions. Lovejoy Hydraulic Shock Absorbers, fitted at the factory, and supplied at slight extra cost.

BIG CAR SAFETY—Non-squeak internal-expanding large-size four-wheel brakes, sturdy hardwood-and-steel bodies, full tread front and rear axles.

SMALL CAR ECONOMY—Costs one cent less per mile to operate than any other low-priced six among 996 cars of 33 different makes used by a large corporation during 1928.

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product of General Motors

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"JAY-WALKERS."

Liable to Arrest in New York.

THE NEW RULES.

New York has now established a ban on "jay-walkers." The preliminary announcement of this ban stated that pedestrians will be required to watch and follow the signals of the traffic lights or suffer the possibility of arrest.

Wherever there are lights in operation or a policeman controlling traffic, pedestrians will be obliged to refrain from crossing streets until traffic is going their way. Regardless of lights, pedestrians will be permitted to cross streets only at crossings or at marked crosswalks.

As compensation for these limitations upon pedestrians, the regulations specifically give to them the right-of-way at crossings where there are no lights or traffic policemen.

There will be no special force of patrolmen to supervise this almost revolutionary change in the habits of New York pedestrians.

Recently daytime experiments have been conducted in the Pennsylvania Station area and at the intersection of Twenty-third Street, Broadway and Fifth Avenue states the New York Times.

Mr. Whalen, the Police Commissioner, announced that he would promulgate the new regulations under authority of Section 315 of the city charter, which gives the Police Commissioner power to regulate vehicular traffic. The Police Commissioner believes this also can be construed to give him the right to regulate foot traffic at crossings.

To test out his theory, Mr. Whalen said that one violator of the new rules would be arrested on the opening day of the campaign and the case pushed to a final decision in the Court of Appeals.

Chief Magistrate William McAdoo has agreed to sit on that morning to hear the case. Should the arrested person be found guilty, the Police Commissioner will arrange to facilitate the appeal. Automobile drivers who run past a red traffic light are now subject to a fine of from \$2 to \$5. The same penalty for a pedestrian violation will be exacted.

The detailed announcement of the new rules follows:

The following regulation for the control of pedestrians will be added to the traffic regulations as Article 11, Section 22.

A. Pedestrians shall not cross any road-way except at a cross or marked crosswalk.

B. At intersections where traffic is controlled by traffic light signals or by police officers, pedestrians shall not cross the road-way except when said traffic light signals or police officer indicate that vehicular traffic at the intended crossing is stopped. A pedestrian who has started across a street in conformity with the provisions of this paragraph shall have the right of way over all vehicles, including those making turns, until such pedestrian has reached the opposite part, and it shall be unlawful for the operator of any vehicle to fail to yield the right of way to any such pedestrian.

C. Pedestrians, where no police officer is present and no traffic light control system is in operation, shall have the right of way on crossings and vehicles must slow down and stop, if necessary to permit pedestrians on crossings to pass.

The gist of the concluding paragraph, Mr. Whalen said, had been upheld in a recent decision by the State Court of Appeals.

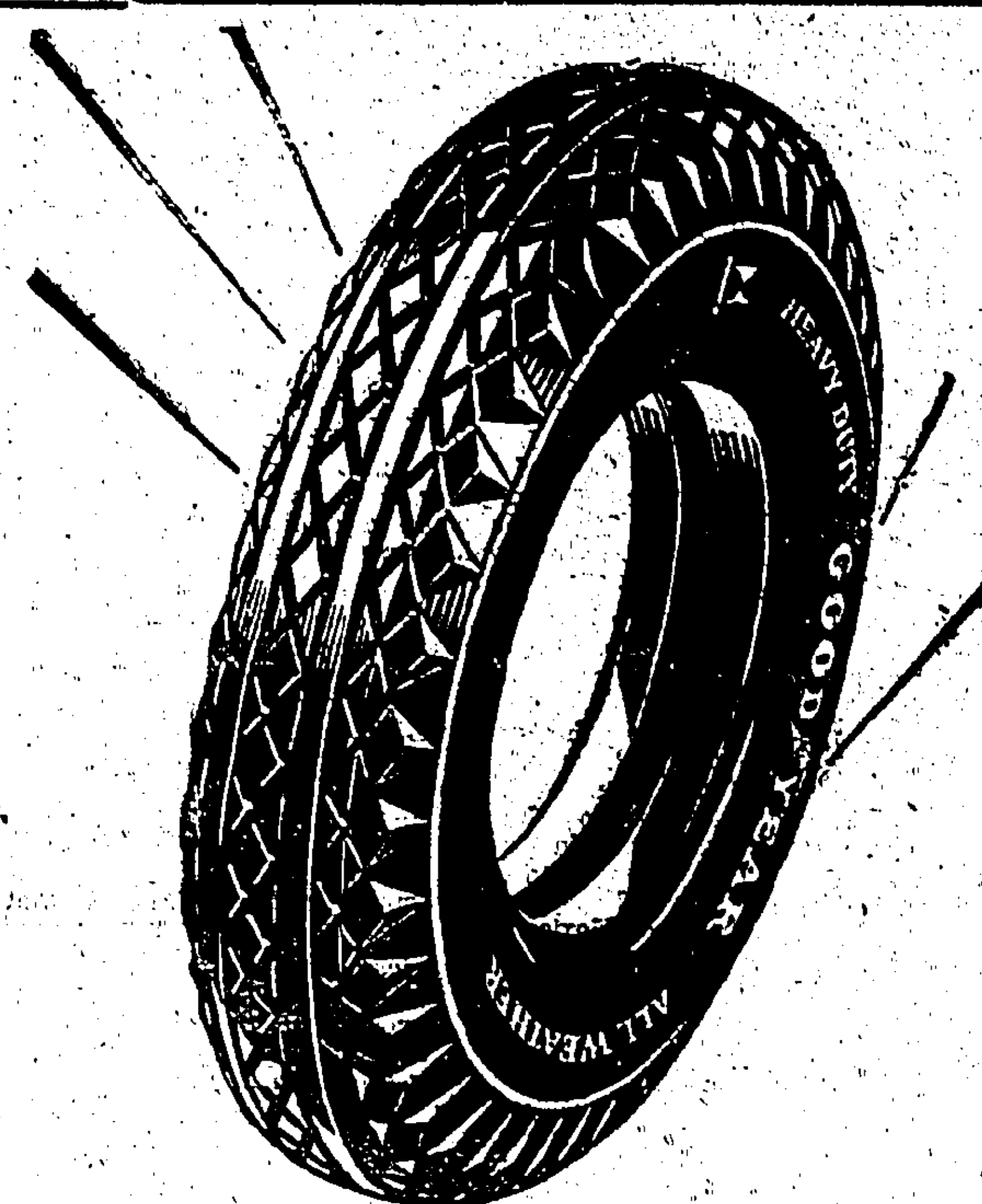
HOST'S LIABILITY.

Mother v. Daughter.

As an interesting sequel to the story of how a London girl successfully sued her fiancé for damages after she had been injured in a car he was driving, comes an account of a legal battle between a mother and daughter in California.

In this case the mother sued her daughter for injuries sustained in an accident when the daughter was driving and the mother was her guest. The mother recovered damages, but her daughter appealed against the judgment.

The appeal was successful on the grounds that the mother knew that her daughter had a dangerous habit of driving fast round corners in which case she had no claim, as she was aware of the risks she ran before she entered the car. A guest's claim on a host falls if the former knows that the latter is not capable of properly handling a car.



HERE, INDEED . . . is a great NEW TYRE

for fast driving, for
heavier loads, for rougher roads

The new Goodyear Heavy Duty impresses everyone as the handiwork of its type ever manufactured. Extra strength is displayed in its larger size, its extra breadth of tread. Extra wear is found in fact in the additional rubber which its thicker tread contains.

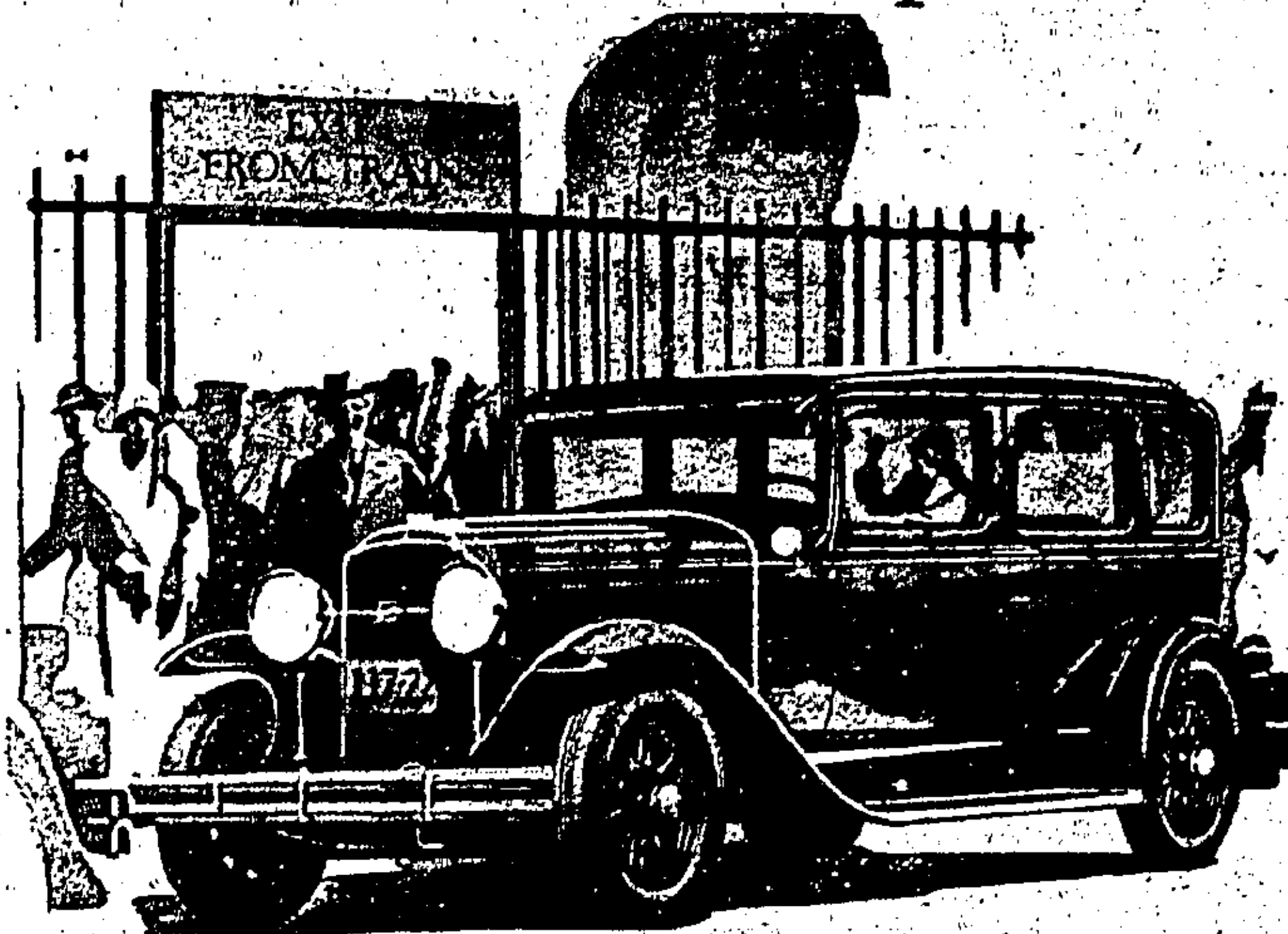
There is convincing evidence of safety in the deep cut grooves of its All-Weather Tread. The new Goodyear has greater air capacity . . . which gives it extra comfort and extra ability to carry heavy loads.

GOODYEAR

ALEX. ROSS & Co. (China) Ltd.

HONGKONG.

QUALITY so fine that half the world doesn't realize that Buick is priced so low!



It is an impressive fact that men and women are buying from two to five times as many new Buicks as any other car priced above \$1200.

Moreover, during August and September, Buick monopolized its market to such a degree that it won 41% of the total sales of the 15 makes of cars in its price class. And yet this marked preference for Buick would be still greater if all motorists realized that they can buy six of the fourteen luxurious Buick body types for less than \$1300, f.o.b. factory.

These are Buicks through and through, embodying the full array of Buick quality features: Buick's new and surpassingly beautiful Bodies by Fisher; the famous Buick Valve-in-Head engine—most powerful engine of its size in the world; Buick's new Controlled Servo Enclosed Mechanical Brakes; the new Buick steering gear; new Road Shock Eliminator; and Buick's new, longer, rear springs with Lovejoy Duralite Shock Absorbers.

The new Buick, with these features, will introduce you to new and unequalled performance, driving ease, riding comfort and reliability in any day you put it to the test. And yet these six Buick models are offered at the price of cars which motorists never think of comparing with Buick!

Visit our showroom. Bring your present car. Learn how easily you can obtain one of these new Buicks. All are available on the extremely liberal General Motors time payment plan.

In addition to these lower priced models, Buick offers eight other distinguished body types, representing the ultimate in luxury, and priced from \$1465 to \$1995, f.o.b. factory.

BUICK MOTOR COMPANY, ELMI, MICHIGAN
Division of General Motors Corporation
Canadian Branches: Melanville Buick, Ottawa, Ontario
Builders of Buick and Marquette Motor Cars

The New BUICK

114" Wheelbase Marquette Models \$31,460 to \$31,580
118" Wheelbase Buick Models \$31,775 to \$31,910
124" Wheelbase Buick Models \$32,125 to \$32,165
132" Wheelbase Buick Models \$32,115 to \$32,725

THE DRAGON MOTOR CAR COMPANY, LIMITED.

Telephone 30228.

83, WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM

THE RETURN OF EUNICE.

(By Elinor Slim.)

It was a hot afternoon and though Kuttie's tiffin had not been an elaborate one, just tinned salmon, gorgonzola, and lychees, he felt pensive. It suited his mood better to lean back and meditate than to concoct more excuses for not having sold any piece goods for the last six months. The people at home were tired of the old stories about civil wars, and bad exchanges, and were beginning to suggest that if things didn't improve quickly they'd have to "rationalise" their organisation.

Kuttie knew what that meant. It meant the sack for all those poor blighters who weren't "in the family."

So Kuttie was sad and thoughtful. To help him to think better, he closed his eyes.

Though like all men who had been trained in Hongkong offices he was frightfully conscientious and would never sleep in the afternoon (unless of course he had been one of the lucky ones and had managed to bag a Tapan's chair in the library of the Club) yet on this occasion he succumbed to the mental strain and the heat.

The swing venetian doors of his private office swung to with a bang and he awoke suddenly. He was just in time to see something worth waking up for. The most wonderful pair of legs he had ever seen in Chaomoy. Silk stockings, beige colour and the fringe of a dress. He was wide awake in a moment. The lady had evidently looked into his room and caught him asleep. He rushed out and looked down the stairs, but she had already turned the corner.

This was what he was investigating, he thought, and began to follow her. At the first landing he came to a sudden stop. Eunice was mounting the stairs. "So this is how you work in the afternoon, my dear! No wonder you are so tired in the evening," she said gleefully. "I didn't dare to wake you up."

Kuttie felt guilty and changed the subject. "What are you doing here?" he said. "I'm just calling on the new people, and thought I'd see what you were up to. How do you like my new dress, darling?"

This is the one you gave me when I was in Hongkong. And the stockings. Aren't they lovely? They were the beige stockings Kuttie had just been chasing. "Wonderful," he said and blushed.

The telegraph boy boy entered and the subject was dropped. It was a private telegram to Kuttie and said "P.P. Bond Number 100321 first prize \$200,000. Congratulations."

Kuttie handed it to Eunice and sat down. She read it, and sat down too. They stared at each other for a long time, and then she found her tongue.

"What does it mean, dear? Have we won \$200,000?"

"Yes I think so, but don't say a word to anyone till I'm sure."

They rushed home, took the bond from the safe, and found it bore the winning number. Kuttie kissed his wife and she kissed the baby. His plans were already made. They would leave Chaomoy as soon as they could. "I'll chuck up my job," he said. "The firm will be quite pleased and will pay our passage home. Then we'll find a nice little place in Cornwall and settle down. \$200,000 isn't much, but we can live on it if we're careful and perhaps I can make a little more somehow."

Eunice didn't argue. It would be time enough to decide where to live when they had got out of China.

The night before they left the Kutties held "open house" to the whole port at the Club. Everyone rallied round and gave them a wonderful send off. "Good-bye Chaomoy," said Kuttie with a lump in his throat. "No more earthquakes, no more

CINEMA NOTES.

CUBA IS ROMANTIC ISLE FOR PAUL PAGE.

Paul Page, co-featured with Lola Lane in the Fox Movietone production, "The Girl From Havana," coming to the Queen's Theatre on Sunday, became most romantic while the company was on location in the Cuban capital during the making of the picture.

So much so that he cabled for his fiancée, Edith Allis, stage dancing star to hurry to Havana and she did.

When the company left Havana, Miss Allis came back to Los Angeles with them. Shortly after they arrived in Hollywood, Miss Allis changed her name to Mrs. Paul Page.

"The Girl From Havana," based on a story by John Stone and Edwin Burke with dialogue by the latter, was directed by Benjamin Stolow. Lola Lane and Page are both classed as "discoveries" by Stolow and they were first teamed in "Speakeasy."

Other members of the supporting cast in this story of society crooks and a girl detective, include Natalie Moorhead, Kenneth Thomson, Warren Hymer and Adelle Windsor.

"The Lady Lies," Paramount has produced a powerfully dramatic but at the same time, absorbingly human romance drama that should add greatly to the prestige of its sponsors and to that of its featured players, Walter Huston, Claudette Colbert and Charles Ruggles. At the same time it will doubtless start the upward climb to greater successes of two wonderful child actors, Virginia Deering and Tom Brown. At the Central Theatre yesterday, audiences liked it, and liked it very much.

"The Lady Lies" is the story of a prominent and successful lawyer who is a widower and who, to the disappointment of his two young children and his relatives, falls in love with a woman who is not, in their opinion, of an equal social standing with him. The family powers of intervention are brought to bear and the plot deals with the weighing in the balance of a true love affair and a family's selfish ambitions. After numerous situations which are shot through with clever dialogue and tense drama, the romance reaches a logical culmination.

Huston and Miss Colbert are ideally fitted for a talking picture of this character. Each is a finished actor, a veteran of the Broadway stage. Ruggles, who furnishes the comedy relief, is another stage favourite.

"Roadhouse Nights," Clayton, Jackson and Durante, who were Broadway favourites, particularly among after-theatre club devotees, for several years, have at last been signed for a moving picture.

The picture is "Roadhouse Nights," and it comes to the Central Theatre to-morrow. In this film, which was written by Ben Hecht, this inimitable trio of song and dance comics display clearly why they have made such a great success on the great white way. They sing three of their own songs in the production, which is a comedy-thriller and Jimmy Durante, their leader, shows why he has earned for himself the title of "the Charlie Chaplin of the talking screen."

"Roadhouse Nights" was produced at the Astoria, I. I. studio of the Paramount company. Because of the fact that most of the principals were engaged at the time in Broadway entertainments which kept them busy in the afternoons and evenings, the camera and "make" recording of "Roadhouse Nights" took place in the morning hours.

Robert Henley, who gained renown as the producer of "The Lady Lies" with Walter Huston and Claudette Colbert in the principal roles, was the director of "Roadhouse Nights."

typhoons, no more civil wars. Good-bye China."

THE END.

PALESTINE AND THE JEWS.

IMPORTANT STATEMENT BY LORD PASSFIELD.

COMPLAINTS HEARD.

London, July 11.

An important statement upon Jewish immigration in Palestine was made by Lord Passfield, Secretary of State for the Colonies to a deputation from the Board of Deputies of British Jews, which is an elected representative body of Jews of the British Empire. The deputation, in expressing the views of the Board on the suspension of the 2300 immigration certificates for Palestine granted on the labour schedule for the current year, said the Government's decision prejudiced the work of Jewish agency and seemed to indicate that the Government had made up its mind that Jewish immigration must be stopped.

The Government's policy had not created a loyal and contented population in Palestine and repercussions were to be observed in the foreign relations of this country.

The Jews had for centuries suffered injustice at the hands of others, and they were the last to wish to see injustice inflicted on the Arabs.

The deputation begged the British Government to release certificates and to demonstrate its intention to administer Palestine in the spirit of the Mandate.

In reply, Lord Passfield said that the protests of the Jews appeared to have been based on a misunderstanding. There had been no change in policy of the Government and no uncertainty in its execution of the Mandate. The Mandate, however, did not envisage the establishment of a Jewish State, but only of a Jewish national home in Palestine consistently with the maintenance of the position and rights of the Arab population.

There must be a limit to Jewish immigration determined by the absorptive capacity of the country. There had been no stoppage of immigration and 950 certificates on the labour schedule for the present half year had been sanctioned in advance and had not been suspended.

The Shaw Commission had reported that a certain number of Arabs had been economically prejudiced as a result of Jewish land purchases, although it was recognised that the Jewish agency had paid liberal monetary compensation.

The Government considered it necessary to enquire into the truth of the allegations and with this object had secured the best possible expert to make enquiries. These were being pursued without delay, but no promise could be made as to the date on which a decision could be given.—British Wireless.

QUEEN'S THEATRE.

"THE MELODY OF LOVE" NOW SHOWING.

Using the World War as a vivid background, "The Melody of Love," which deals with the love of an American soldier and a French girl, is quite entertaining on account of the splendid musical features of the picture and the excellent rendering of many songs, some old favourites, by Walter Pidgeon and Mildred Harris. The acting of those principals who head a good cast of well-chosen actors and actresses, leaves nothing to be desired.

Mildred Harris was considered one of the leading stars years ago and her return to the screen after an absence of several years is welcomed by fans. She takes the part of a French girl and her fine acting in this picture has surpassed her previous work.

"The Melody of Love" is worth seeing in that it depicts both the humorous and tragic side of the World War and is largely filmed on the French frontiers. It will be screened for the final time today at the Queen's Theatre.

KINGSFORD SMITH'S NEXT TRIP.

ATTEMPT TO BEAT HINKLER AUSTRALIAN RECORD.

London, July 11.

It is reported from Los Angeles that Wing Commander Kingsford Smith, who recently flew across the Atlantic in thirty and a half hours, is planning an England-Australia solo flight in a light machine. His route will be via Athens, Calcutta and Batavia and he hopes to do the journey in ten days, thus improving on the existing record of fifteen days set up by Bert Hinkler.—British Wire.

LOCAL RADIO.

SPECIAL DANCES FOR THIS EVENING.

To-day's radio programme to be broadcast by Z.B.W. on a wavelength of 355 metres:—

7.00-9.30 p.m. European programme of H. M. V. and Victor records selected and supplied by Messrs. Tsang Fook Piano and Co. (1312).

9.00 p.m. Weather report and time.

Rhapsody in Blue. Jesse Crawford (Organ). (22345).

Mighty Lak' A Rose. Just Keepin' On. (22395).

Paul Robeson (Bass). (22395).

Fantasia. Dr. Harold Darke (Organ). (35947).

Gems from "Follow Thru." Gems from "Hold Everything."

Victor Light Opera Group. (35970).

An "Old Time" Dance Programme. 9.30 p.m.

Extra. Waltz. "Serenade" (Drigo).

1. Fox Trot. "The More We Are Together."

2. Onestep. "Valencia."

3. Waltz. "Three O'clock in the Morning."

4. Polka. "Elsa."

5. Lancers. "City of Pleasure."

6. Waltz. "Luxembourg."

7. (10.30 p.m.) Fox Trot. "Knocked 'em In The Old Kent Road."

8. Tango. "Mielodiosa."

9. Waltz. "Always."

10. One Step. "Debroy Somers Medley."

11. Fox Trot. "Tea For Two."

12. Waltz. "Merry Widow."

Encores will be provided from the following modern numbers.

"Too Wonderful For Words."

"I Must Be Young."

"I Still Remember."

"What Is This Thing Called Love."

"Romance."

"Lucky Me-Lovable You."

"Campus Capers."

"Through."

"Deep in the Arms of Love."

10.30 p.m. Close down.

Sunday's Programme.

To-morrow's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:—

11.00 a.m. Church Service relayed from Union Church.

Preacher.—Rev. John Foster.

Subject.—"How Can We Know About God?"

Hymns.—135, 10, 739, 264, 183.

12.05 p.m. Approx. Church Service Concludes. Follows a Chinese programme until 1.00 p.m.

1.30 p.m. Weather report and time.

9.00 p.m. Weather report, time and local news.

9.00-10.30 p.m. European programme of H.M.V. and Victor records selected and supplied by Messrs. Moutrie and Co.

EXCHANGE RATES.

London, July 11.

Paris	123.66
Geneva	123.66
Berlin	25.035
Vienna	38.5
Madrid	34.445
Bucharest	41.75
Yokohama	1/5.13/16
New York	2/0.13/32
Amsterdam	4.85 15/32
Stockholm	12.09 1/2
Prague	15.10
Lisbon	108.25
Rio	5.3/16
Shanghai	1/6
Brussels	34.825
Milan	92.88
Copenhagen	18.16
Helsingfors	103.4
Athens	37.5
Buenos Aires	40.3
Hongkong	1/13/4
Silver (spot)	16 1/2
Silver (forward)	16 1/2

—British Wireless.

COLONY'S FINANCES.

CREDIT BALANCE NOW OVER \$11,000,000.

The Colony's credit balance at the end of March was \$11,047,731.67, compared with \$10,987,867.69 at the end of February.

The revenue for March was \$1,889,848, compared with \$2,057,806 last year, whilst for the first three months of the year the revenue was \$6,163,699, as against \$6,006,858 from January to March, 1929.

The month's expenditure was \$1,829,984, compared with \$1,610,767 in March, 1929, the respective figures for the first three months of the year being \$4,778,820 and \$3,796,051.

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The Very Idea!

A man who had suffered considerably at the hands of a band of youthful cricketers, who persisted in sending their ball over his garden wall, succeeded in catching one of them.

"Now, my lad," he said, "I've often noticed you play. You use the lamp-post for a wicket, but I notice that the batsman never runs. What is your system of scoring?"

"It's one across the road," said the boy in a trembling voice, "two to the next lamp-post, and six over your wall."

"But what happens if you break a window?"

"Then we all run," said the cricketer.

Judge Jeffreys, taking a dislike to a man who had a long beard, told him "that if his conscience was as long as his beard he had a swinging one."

"To which the owner of the beard replied:—

"My Lord, if you measure conscience by beards, it would appear that you have none at all."

(The cinema and the theatre make people disinclined to listen to M.P.'s, says Mr. Walter Finlay.)

The large, lurid posters are glowing with "Talking—one hundred per cent."

And "Ninety-nine this way, sir, now showing."

Comes the chant of a smart, stalwart gent.

"The Way I Would Govern the Nation."

Address by Sir Boyling Point-aire.

Is billed as a rival sensation.

With our local M.P. in the chair.

Such abstract "illusions" disdain-ing.

For "Playthings of Passion" I pay.

No doubt 'twill be more enter-taining.

And I'll be in the dark, either way.

The teacher was most anxious that his class should "shine," as the inspector had arrived, and was about to examine the boys' knowledge of history.

Solemnly clearing his throat, the inspector addressed the class.

"Who was it," said he sternly, "who exclaimed in despair: 'A horse! A horse! My kingdom for a horse!'"

The teacher was anxious till at last a boy put up his hand.

"Please, Sir," said the boy, "it was a man who had drawn a blank in a sweepstake!"

Sir Austen Chamberlain put himself forward as an exhibit of the treatment received at Westminster Hospital, London, when he spoke in connexion with the appeals being made for the hospital.

"Look at me," he said, "I am here as an exhibit of one of the patients of the hospital."

Sir Austen explained that he was treated at the hospital following a motor car accident.

"I was greeted," he added, "by a very efficient woman who asked, 'What's the case? The last one was a drunk!'"

Lord Rathereedan, who was 80 on June 23, tells some amusing incidents of political canvassing in his early days.

"When my mother died," he states, "I had black-edged visiting cards, and was doing some canvassing in West Newington."

"Mr. Brown, I asked inquiringly at one door, giving my card.

"Oh no, no, no, certainly not," said the young woman who answered it, startling back in horror.

"She had mistaken me for the undertaker. Apparently Mr. Brown was ill at the same time, but not so ill as all that."

Another canvassing story he relates of a burly man who opened the door one day, and exclaimed hastily, "Stand back, stand back."

"I jumped back in alarm," says Lord Rathereedan.

"Excuse me," said the man apologetically, "but I have been having spring onions for tea."

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:—

July 10 July 11

Shuihung 6.9 6.7

Tsingyuen 4.6 4.0

Samshui 2.4 1.5

The highest levels on record are:—Shuihung, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shuihung 15.5 feet.

The lowest level on record at Samshui is minus 5 feet and at Shuihung minus 2.7 feet.

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10, Ice House Street

"POWELLS"

FOR QUALITY AND VALUE.

For many years the name of "Powell's" has been synonymous with the best in GENTLEMEN'S WEAR.

In spite of the low dollar we shall combine our policy of supplying merchandise of reliable quality, and customers are assured the prices charged are the lowest possible.

You are invited to inspect our goods without obligation to purchase.

New Stock of

GLYN & Co's HATS

JUST RECEIVED.

Pure Fur Hats from \$19.50. Wool Felt Hats from \$12.50.

A

COMPLETE

18

HOLE

GOLF COURSE

&

TABLE COMBINED.

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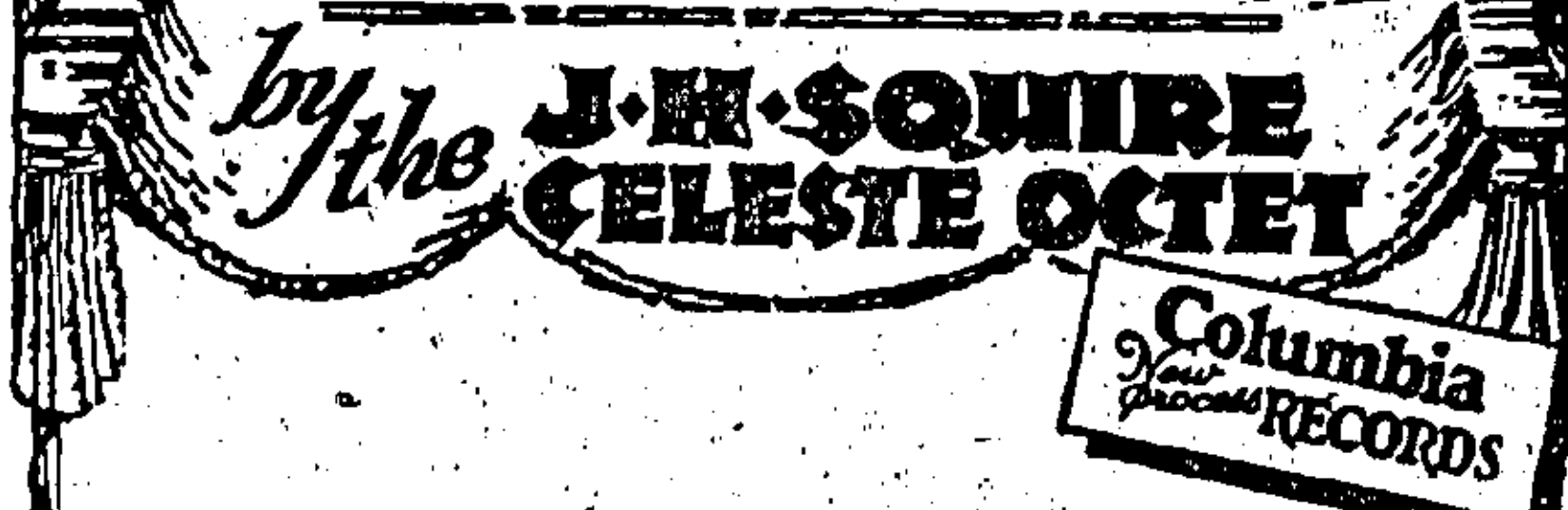
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9494—Hungarian Rhapsody No 2
9275—Ave Maria
9287—Valse Caprice
9507—Mignon—Polonaise
3550—Abide with Me

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for booklet and for list of recommended Hotels and Boarding Houses or for any other information.

"DANCING JUDITH"

A dancer is the fascinating heroine of the new serial story starting on

WEDNESDAY

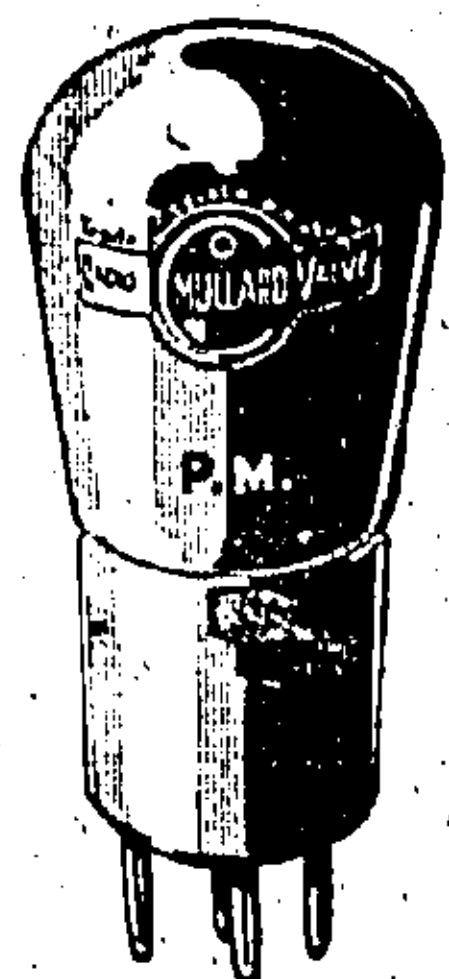
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HONGKONG TELEGRAPH.



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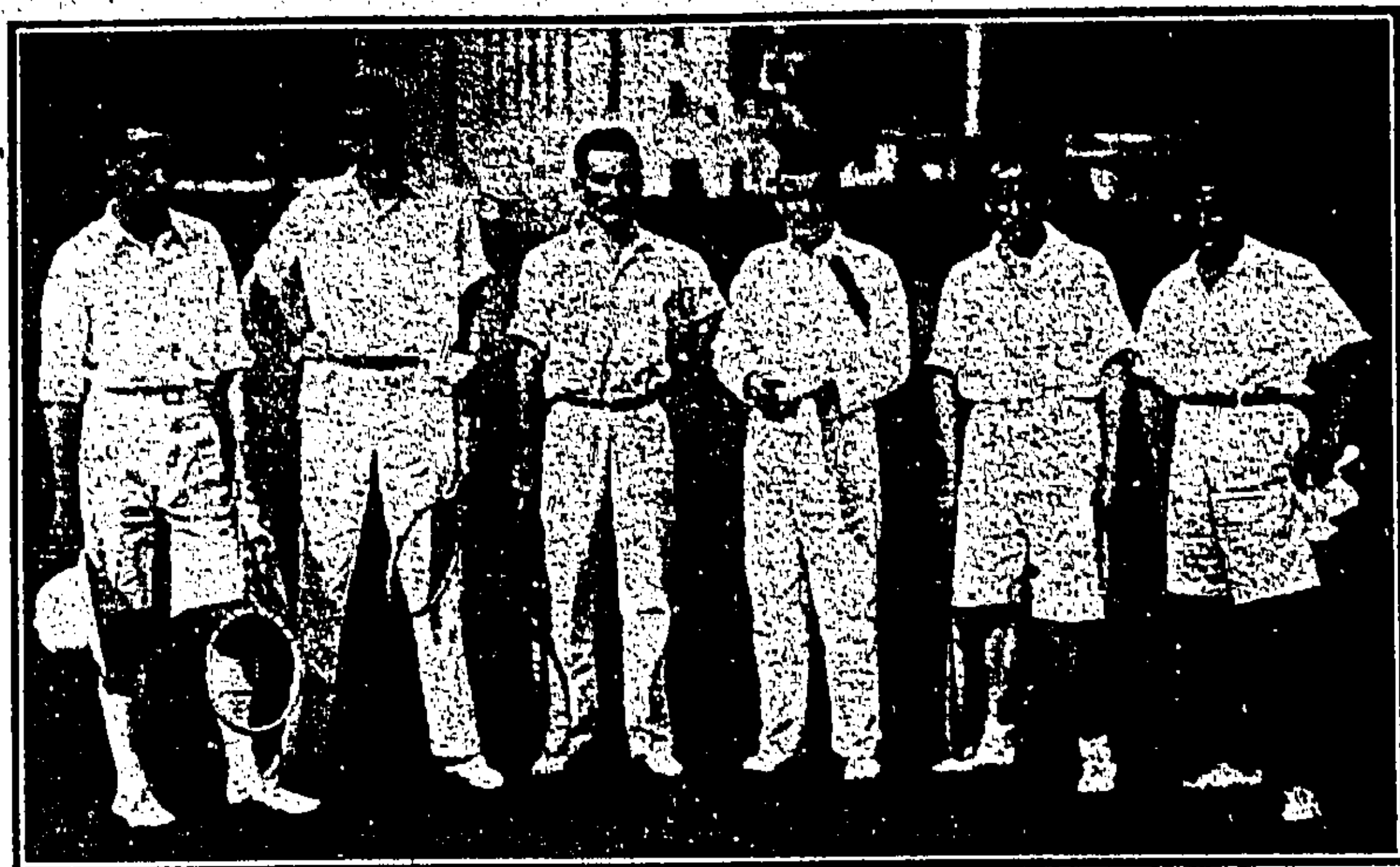
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and
Lemon Squash

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GERMAN TENNIS ENTHUSIASTS.



Above is the German T. C. team which met the Indian R. C. players in the "C" Division last Saturday. A close contest ended in the Indians winning by five sets to four. (Photo: Mee Cheung).

WATER POLO.

ROUGH AND TUMBLE AT
V.R.C. WATER POLO.

It became "Rafferty's rules" for the V. R. C.-Fukien second division water-polo league game at the V. R. C. pool last night, and when the game had reached the point when spectators were yelling themselves hoarse and the players were showing a flagrant contempt for the rules, Mr. May, the referee, sent the teams out of the bath and called the game off. When he took this action four men were out of the bath and feeling had run so high that there had been blows between two players.

It was regrettable apart from these facts, for the game promised to be one of the fastest of the season and up to half time was of a higher standard than the previous first division match and many senior contests this season. At the interval Fukien led a goal to nil, and shortly into the second term added another.

From this point the game developed from an interesting, keen contest into the wild rough and tumble, with unnecessary duckings. Like most of these cases, it would be hard to say where it started. V. R. C. certainly were playing a more vigorous game than usual, and the fact that they were being held for the first time this season did not tend to keep them cooled-headed. Fouls were frequent on both sides, and when a particularly unnecessary ducking gave a V. R. C. man the ball right in front and sent

his opponent out, feeling ran high. The V. R. C. man shot and sent the ball right through.

From the swim up the ball went up and down, and two players became embroiled in a little piece of by-play and Mr. May sent them out. Out to the wing went the ball and just under the platform two other men had a few blows at one another. Out they went, and the ball had no sooner launched the water again than one of the V. R. C. men was sent deep under, and Mr. May cried enough.

Fukien certainly threw away their chances of success. Had they kept their heads, with a lead of two-nil and with only a few minutes to go they would have been certain winners. The teams that took part were:

Fukien—K. T. Kwok, Y. L. Lee, L. T. Sung, K. Wong, T. W. Wong, C. Wong and K. C. Chan.

V. R. C.—Gosano, Fornito, Maynard, Remedios, L. Roza Pereira, Lawrence, Zimhert.

First Division Fiasco.

The V. R. C. opposed the Chinese Bathing Club in the first division game, which was marked by dullness. Scoring two goals in the first half, the V. R. C. played all over the Chinese in the second and put on six more.

Johnstone scored four goals, and C. Roza Pereira and Well two each. The teams were:

V. R. C.—Silva Netto, Weill, Stewart, Soares, C. Roza Pereira, Gittins, Johnstone.

C. B. C.—Leung Shui-mun, Lau Shau-ken, Lau Ying-chung, Chei Che-chuk, Yu Wing-kwong, Leong Shui-wok, Chan Che-yu.

LIFE SAVING CLASS.

INDIAN CONSTABLES' SUCCESS.

With fairly high seas running, twelve Indian police constables were subjected to a severe test in life saving at the Kennedy Town bathing beach, on July 9th.

The instructor was an Indian Corporal from the police training school, who has only recently passed the test himself. Sergeant R. G. Hunt was the examiner.

In spite of the bad conditions prevailing, ten of the competitors were successful in the test.

QUESTION OF RUBBER RESTRICTION.

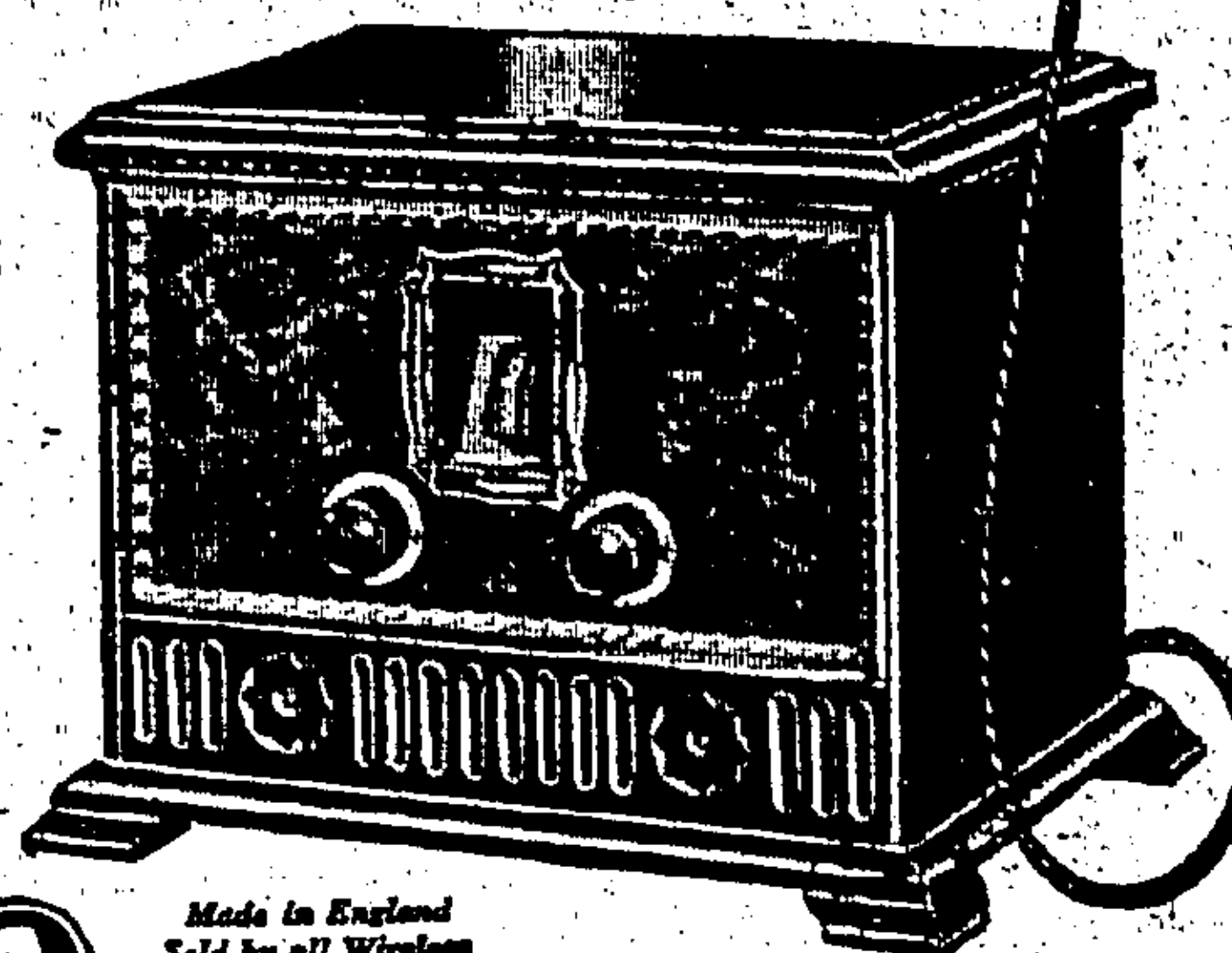
DUTCH GOVERNMENT NOT YET DECIDED.

Amsterdam, July 11.

Replying to a question in committee regarding the intentions of the Government as to the rubber restriction question in the Dutch East Indies, the Minister for the Colonies said the Government was giving very close attention to all information, but it had not yet decided its attitude.—Reuter.

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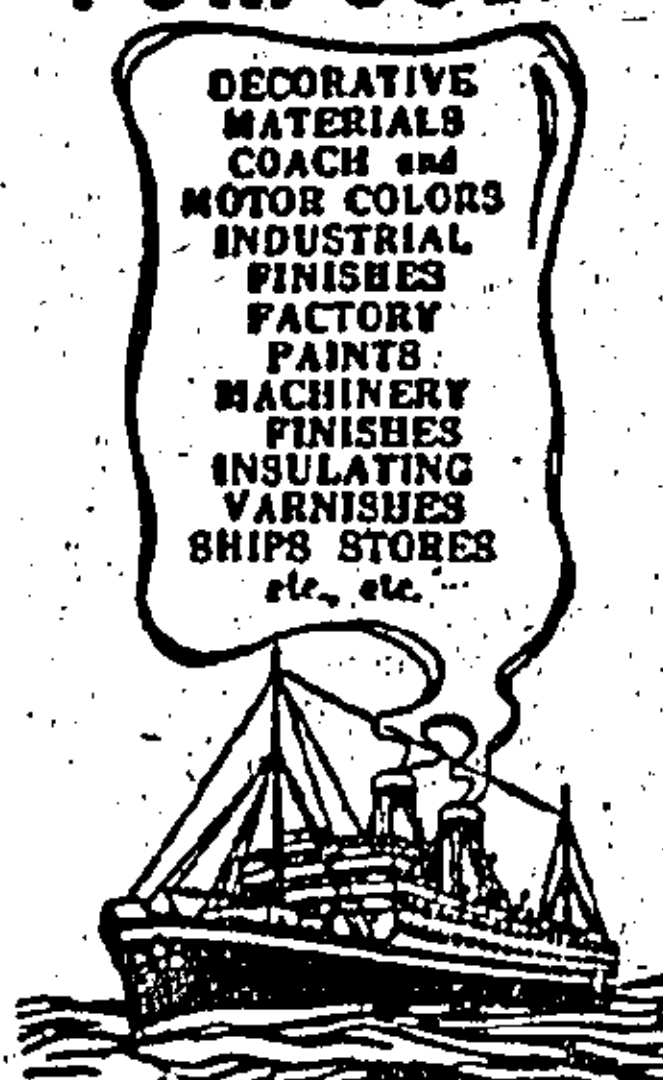
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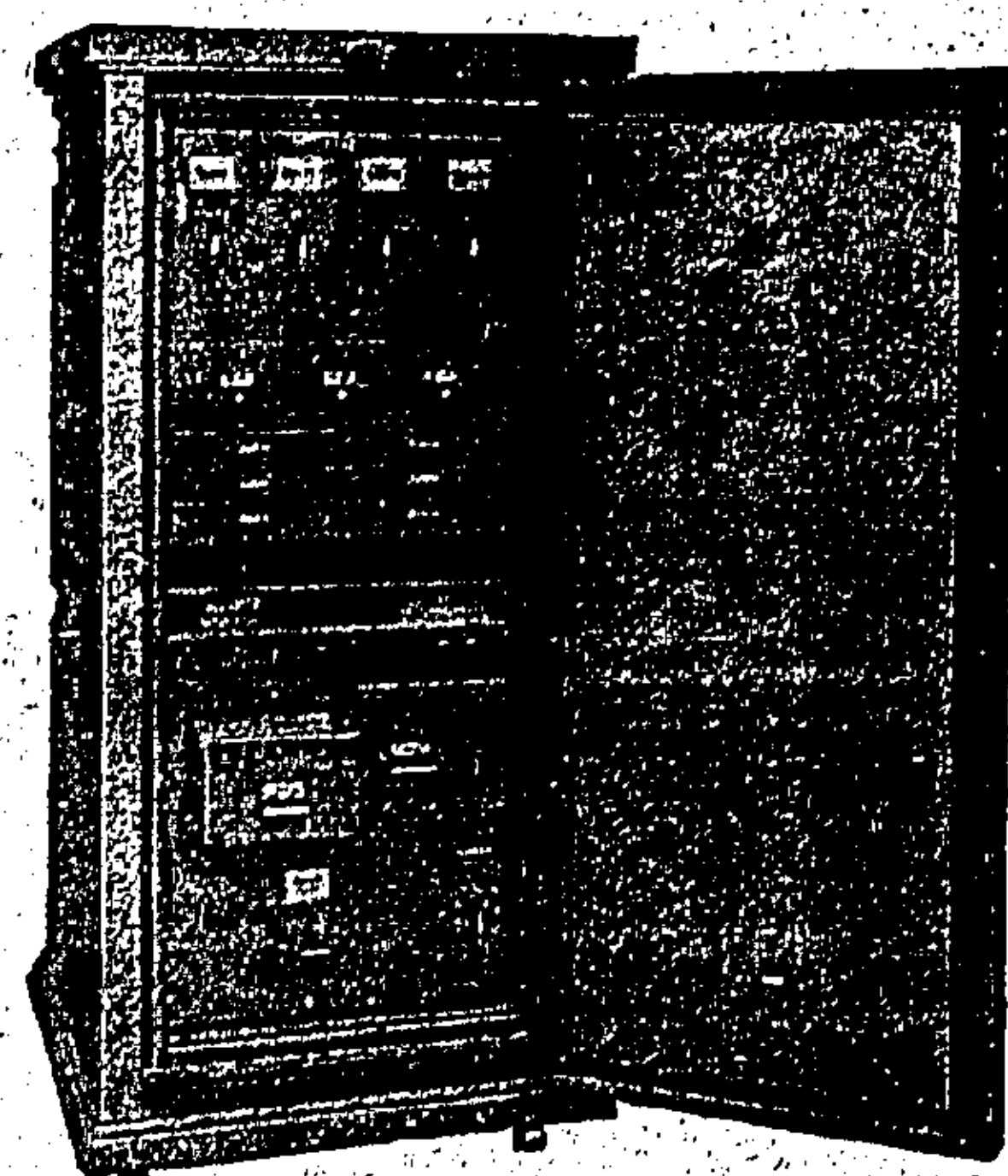
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THE HUSBAND HUNTER

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CHAPTER XLVI.

Phillipa's tones as she talked with Alan by telephone, quickly changed from imperiousness to their former gentle meekness. His gruffness startled and alarmed her. She was furious because she was compelled to resort to the role she had thought she could abandon, but she trusted it to disarm Alan, and it did. He told her he was sorry to be late, that he would be up shortly.

He had no desire to quarrel with Phillipa, he told himself, settled dejectedly in a seat on the train. She was wonderful all through everything. Wonderful with Bobby, wonderful to him.

His brows creased a little over his thoughts. Bobby didn't seem to like Phillipa, but he was a polite little beggar, he behaved well. "He will get over it. Probably resents Phillipa's authority with some childish idea that she's taken his mother's place by force."

Alan was feeling very tender toward Phillipa when he reached Westchester, very deliberately tender. Was he going to be a weakling and live in the dead past, or would he, denied happiness himself, provide as much of it as he could for those who would share his future?

He bought flowers to take Phillipa, and if they were to him in the nature of a funeral offering for his buried hopes, he was determined that Phillipa should not know it.

Phillipa accepted the flowers with gratifying appreciation. But she guessed they were meant to satisfy some conscience or soul impulse of Alan's. She looked at him through narrowed eyelids. What had happened?

She saw that she should not ask; but there was that in his face that indicated a coming revelation of some kind. She waited, and made him as comfortable as she could.

Through the dinner Alan was silent. Phillipa let him alone, but later, when they were in the car, she grew impatient.

"Did you have a hard day at the office?" she asked, as an opening for his confidence. "You look tired."

"Phillipa," Alan said abruptly, "do you realize that when you accept me, you have to take Bobby as well? You're fond of the little fellow, aren't you?"

Phillipa wondered if he asked because she had refused to take Bobby on the drive with them. "Why, of course I am," she responded promptly. "And naturally I know that you're his guardian."

Alan turned his head for an instant and looked at her. "Didn't I ever tell you that I'm going to adopt him?" he asked.

"No," Phillipa said sharply, then: "I thought you were going to put him in a school."

"Would it make any difference to you if I adopt him?" Alan questioned.

Phillipa hesitated. She didn't like his mood, but she had to take a stand now or never, and she certainly wasn't going to have him adopt the kid.

"Well," she said slowly, "You know I told you once, Alan, that I'd like to have children of my own."

If she expected to stir him, she was disappointed. "Bobby's just like a child of my own to me," Alan answered instantly.

"But not to me," Phillipa snapped back, before she could stop herself. "To be sure, he's a darling, and all that, but why start that way, with an adopted child? You'd be sorry when..."

"I couldn't love any child any more than I do Bobby," Alan retorted. "And the sooner I adopt him, the better I'll like it."

"But I won't," Phillipa stopped herself this time, but she was on the verge of a furious outburst of temper. "You might have told me before," she said curtly. "It's a lot to ask. You know that, don't you?"

"I suppose it is," Alan agreed, "but when I think of Bobby, I wonder how anyone could fail to want him."

"Oh, well," Phillipa hedged, "no girl wants to settle down with a ready-made family, but if it means so much to you..."

"I knew you'd come through," Alan broke in enthusiastically.

Phillipa frowned, and jerked her shoulders. "I wish you would think it over a little more," she said pettishly. "After all, you know, Alan, you've asked me to be your wife, and you haven't been any too thoughtful or considerate at times. You ought to think of me as well as Bobby."

Alan was conscious that she spoke the truth. He recalled how he neglected her in the hope that she would let him go. And perhaps he was asking her to assume too great a burden. But he wouldn't give up Bobby!

His lips set tight in resolve on that subject. They drove back home without further discussion of Bobby, though the little boy was uppermost in the minds of both.

Phillipa, misled by Alan's silence into thinking she had made a good start toward bringing Alan to her own view of the situation, decided to institute a campaign to discourage him from going through with the adoption.

And Alan made up his mind to say nothing about his plans to Phillipa. He felt guilty over his decision, but he had told her plainly how he felt toward Bobby, and he sensed that she meant to oppose him. He dreaded the undercover methods he feared she'd employ—the constant harping on the wrongs of his side of the question, and the unending flaunting of her rights.

He knew she could make him feel like a selfish monster, and he didn't want to feel that way. He wanted to be happy in the thought of having little Bobby as his own, legally; in teaching him to say "Daddy."

With a flare of resentment toward all women, he declared—to himself—that he had a right to a little happiness at least. He would go ahead with his plans, and keep his mouth shut!

Thinking it over that night, after a somewhat cool parting with Phillipa, he began to wonder about her. Perhaps it was unkind of a girl to want a chance to have children of her own before adopting any other, but Phillipa had seemed to love Bobby. And the poor little shaver—without a relative in the world. Why, any woman with a mother's heart, would want him!

Alan was not certain he had seen Phillipa push the boy's hands away from her when he wanted to go with them as they were leaving the house, but he remembered the sharpness of her voice as she said: "It's time for you to be in bed; run along."

That "Please take me with you," coming in a pitifully pleading voice still echoed in his ears. Nellie's sulky: "He won't sleep anyway, miss," he remembered too. But Phillipa had been firm.

"And I didn't go up to say good night to him when we got back," Alan reproached himself. He awoke the next morning in a bad humour. He would see his lawyer at once.

Phillipa telephoned while he was at breakfast, to say she was coming down to do some shopping and that she wanted him to lunch with her. Her voice was sweetly coaxing.

Alan was seized with a desire to find out just how sincere she was. "I can't see you," he said briskly. "I have an appointment with my lawyer."

"With your lawyer?" Phillipa repeated uneasily.

"Yes, I'm going to adopt Bobby as soon as possible," Alan answered.

He heard a smothered gasp, and a bang as the telephone receiver was slammed in place.

A little later, when Phillipa called again to try to undo what her temper had done, Alan was on his way to his office. There he found a memo to call the Lamont home. Well, he would when he had opened his mail. But before he had completed that task, he received a caller that made him forget Phillipa.

"You smell of the sea," he said to the tall young man whom he had just greeted with friendly warmth. "Off the boat this morning?"

"No, several days ago," the young man answered.

"Your mother too?"

"Yes, but she's gone up to Maine. I'm staying in the apartment for a week or two. I want you to come up tonight, Alan."

Alan considered. "Sorry, old man," he said finally. "I would have to duck an engagement, and I don't think I can." He hoped Geoffrey would accept his excuse, for he didn't want to talk about Natalie, and he saw no way to escape it with Geoffrey Norman.

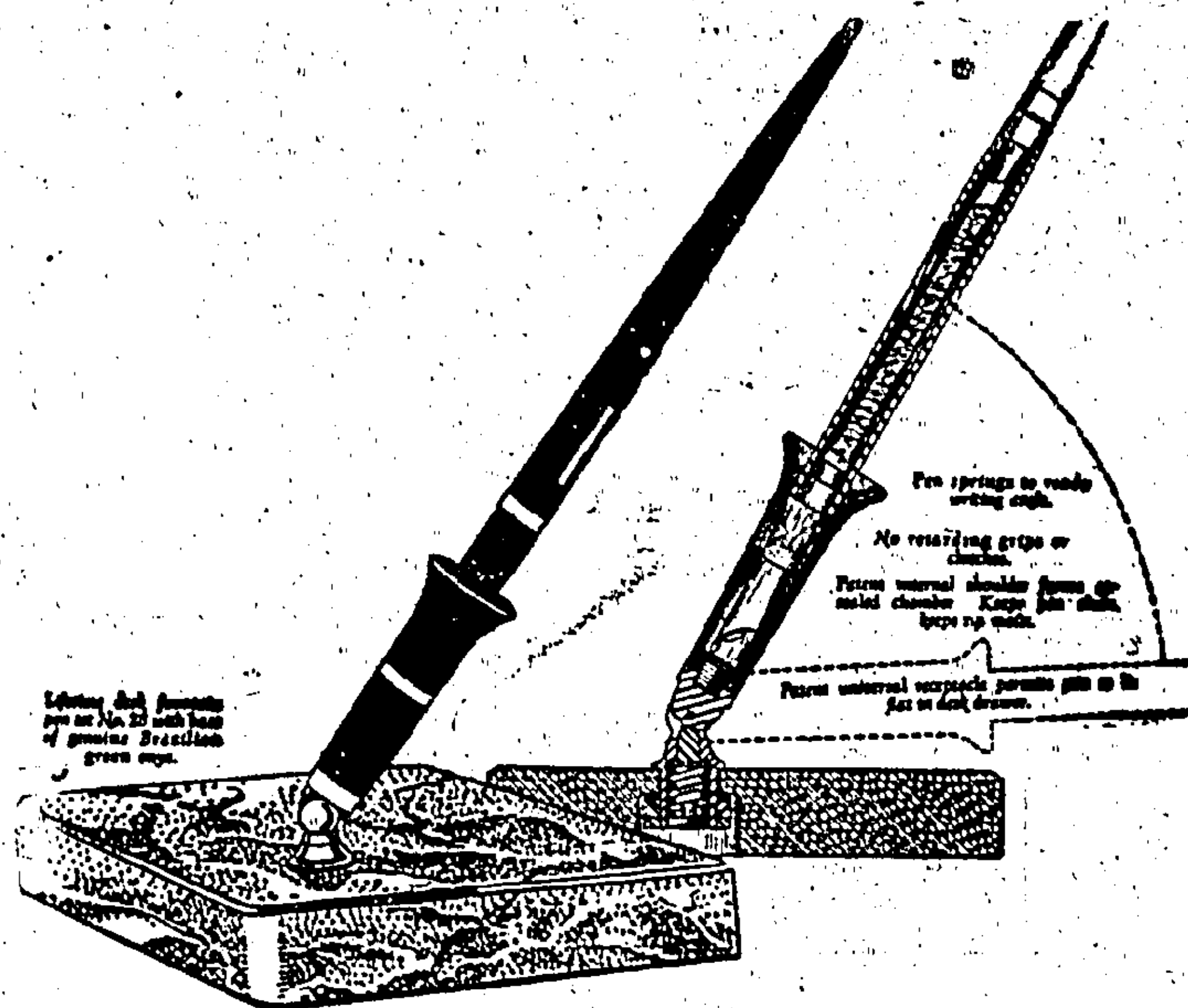
"Look here," Geoffrey said earnestly, "I want to see you, Alan. It's important."

"Well, I'm not too busy to listen to you now," Alan suggested. "Fire away."

Geoffrey shook his head. "No," he said, "you must come up to the apartment tonight. Sorry to insist, but it's got to be that way if you're willing to do a great favour for me."

Alan gave in. "All right," he said, "but I'll have to leave early." He was thinking that he would run up and say good night to Bobby to make up to the boy for his neglect of the night before.

Thinking of Bobby reminded him he was asked to telephone Phillipa. As soon as Geoffrey left,



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after cautioning him not to forget their engagement, he put in the call.

Phillipa answered, eager to be pleasant, but Alan ignored her invitation to lunch with her—he had forgotten it—and rather coldly informed her that he would not be up to the house for dinner.

"I'll be up later to see Bobby," he told him, will you?" he added thoughtlessly.

Bobby! Bobby! Bobby!

"And that's what I've missed two trains for," Phillipa stormed on her way upstairs to get her hat and bag. In the upper hall she came upon Bobby playing with some wooden Indians.

"Take those into the nursery," she said angrily; "and don't bring your toys into the hall again."

Bobby looked at her with mutiny plain on his baby face. "But my mama letted me," he said defensively.

Phillipa glared at him and passed on. "If I don't watch out I'll be slapping his face," she warned herself, as she snatched up the things she had earlier thrown on the bed.

She was leaving the house, when the telephone rang a second time. She flew to the instrument hopeful that Alan was calling to apologize.

(To Be Continued).

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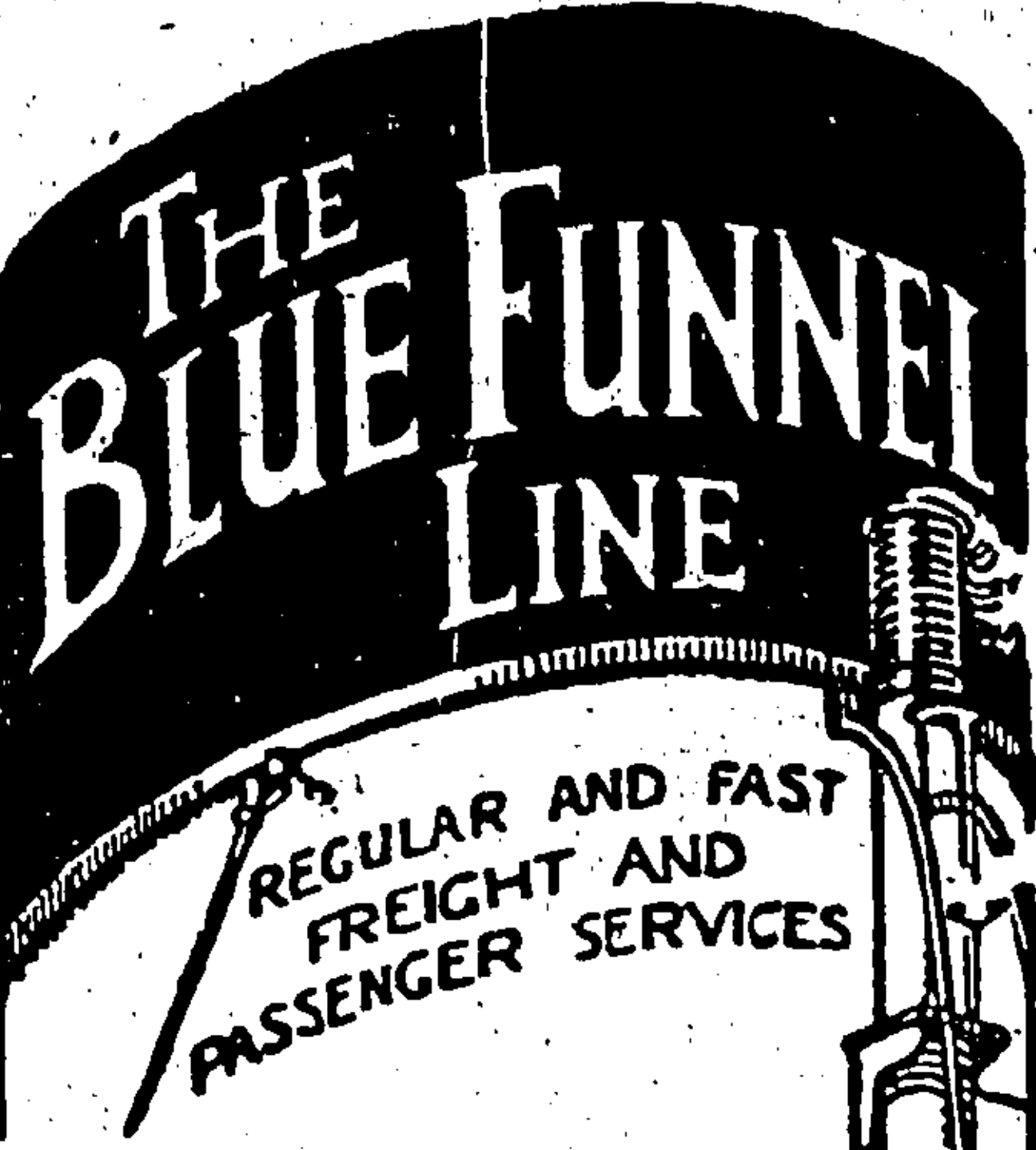
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A STEEL BRIDGE FOR CANTON.

FOUNDATION LAYING CEREMONY.

Canton, July 11.

A new era in communication between Canton proper and the southern suburb, Honam, the island opposite Canton Bund, is about to begin with the construction of a steel bridge crossing from Canton Bund to Honam, the official foundation laying ceremony of which took place yesterday afternoon. A huge pile was constructed at the junction of Wai Sun Road and the Canton Bund, where the ceremony was conducted. Mr. Lam Wen-kai, (the Mayor of Canton, who acted as Chairman) and high officials of the Kwangtung Provisional Council, the Public Works Department, the Ministries of Finance, Education and Reconstruction, were present. A crowd of interested citizens, including the representatives of the Chinese Chamber of Commerce and of the trade unions consisting of over 5,000 people, witnessed the proceedings.

Mr. Lam Wen-kai, in the course of his speech, emphasised the great progress Canton had made in recent years. The developments now taking place would make Canton one of the leading commercial and shipping centres of South China. The Canton Municipal Government should pay the keenest attention towards the communication between Canton and its suburbs, of which Honam is easily the most important on account of its nearness to the Canton Bund and Shameen. The foreign settlement.

Ferry Services Hit.
The construction of the bridge would benefit millions of people in Canton and suburbs. It was regretted that the bridge would affect the interests of a very small minority of Canton residents. It would deprive the sampan population and the managements of a

few motor boat companies of their earnings from ferry services. It was, however, the duty of the Government to work for the welfare of the general mass and to proceed with reconstruction works long promised.

With strong cement concrete foundations on both the Canton and Honam sides the steel bridge extends 600 feet, with a width of 60 feet. This will provide ample space for motor vehicles and pedestrians. The construction will take eighteen months to complete and when finished the bridge will stand as a monument to the present enterprising Canton Government.

Although tens of thousands of Canton residents cross this part of the Canton River on their daily routine and although the river here is much narrower than the harbour separating Hongkong and Kowloon, there has been no regular steam boat ferry operating with the exception of a few motor launches and sampans.

Hongkong Pioneer.

In connexion with the construction of the bridge it is of interest to note that the scheme was suggested by a Hongkong merchant, the late Mr. Lau Chin-ting. The late Mr. Lau and others formed a company in Canton with a huge capital for the construction of the steel bridge. This was some twenty years ago. The company proceeded with the work for some time and went as far as to purchase some valuable land on both the Honam and Canton Bunds. The scheme collapsed owing to the conservative attitude and suspicion of the Chinese Government and of the Canton residents. The company suffered a great loss.

The Canton Government is to be congratulated on proceeding with the plan despite continued civil wars in Kwangtung and Kwangsi. It is understood that the Canton Municipal Government has a scheme in hand for the development of the Honam Bund by the construction of godowns and wharves.



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Empress of Canada	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19	Sept. 26
Empress of Russia	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4	Oct. 11
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17	Oct. 24
Empress of Asia	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1	Nov. 8
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14	Nov. 21
Empress of Russia	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29	Dec. 6
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12	Dec. 19
Empress of Asia	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27	Jan. 3
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9	Jan. 16
Empress of Russia	Jan. 8	Jan. 11	Jan. 13	Jan. 15	Jan. 24	Jan. 31
Empress of Japan	Jan. 22	Jan. 25	Jan. 27	Jan. 29	Feb. 7	Feb. 14
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LEAVE TO APPEAL GRANTED.

SOLICITOR'S CONTENTION ON POINT OF LAW.

Leave to appeal was granted to Mr. F. H. Loseby by Mr. Whyte Smith, at the Kowloon Magistracy yesterday afternoon, following a conviction registered by his Worship against the master of a goldsmiths shop, of Main Street, Kowloon City, on a charge of receiving a quantity of jewellery to the value of \$95.50, knowing the same to have been stolen or unlawfully obtained. Two other men were convicted of larceny.

It was alleged by the prosecution that the jewellery was stolen from 70 Main Street, during the night of May 31 and the early morning of June 1. The first defendant, an unemployed Chinese, admitted taking the jewellery; but the other two, one an inmate of the shop from where the valuables were taken and the other the master of a shop at 62, Main Street, were represented by Mr. F. H. Loseby and denied the charges.

On the case being resumed, the complainant identified the stolen property and intimated that it was kept in a cabinet, the key of which he had in his possession. He intimated that the theft was discovered on the morning of June 1.

A cook employed by the third defendant gave evidence of having seen the first two defendants on the roof of the block of shops in Main Street, on the night of May 31. They ascended by the third defendant's premises and walked towards the complainant's shop.

Replying to Mr. Loseby, witness remarked that he did not suspect that the two men were about to commit a crime.

In submitting that he had no case to answer in respect of the third defendant, Mr. Loseby argued that there was no evidence on which His Worship could convict. He said that where there were alternative explanations, one pointing to the man's guilt and the other to his innocence, the defendant had to be discharged.

His Worship indicated that the fact the third defendant had taken the Police straight to a box in which the stolen property was contained, was evidence of guilty knowledge.

Innocent Men Sentenced.

Mr. Loseby, during the course of his contentions, remarked that he had seen many men go to gaol when they should not. He had seen an innocent man sent to prison because it had been held against him, on his argument, that a man should be acquitted if there were two alternative explanations. "I find it practically impossible," added Mr. Loseby, "for a man who has been charged with anything to prove anything in the box. His story is always disbelieved." Mr. Loseby intimated that he was not, however, alleging that that was the case in his Worship's court.

His Worship held that the third defendant had a case to answer, and he was put into the box, the second defendant not being called by Mr. Loseby. The witness intimated that he was the master of 62, Main Street and had been in business for the past 23 years. He stated that the parcel, which was subsequently found to con-

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Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st August, or they will not be recognised.

No Fire Insurance will be effected. **BUTTERFIELD & SWIRE.** Agents.

Hongkong, 12th July, 1930.

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All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st August, or they will not be recognised.

No Fire Insurance will be effected. **BUTTERFIELD & SWIRE.** Agents.

Hongkong, 12th July, 1930.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th July, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th July, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th July, 1930, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance will be effected. Bills of Lading will be counter-signed by,

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Hongkong, 5th July, 1930.

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(NIPPON YUSEN KAISHA.)

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are hereby informed that their Goods which were transhipped at Singapore into s.s. "Ceylon Maru" arrived here on 8th July, 1930 are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 15th July, 1930 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected. **NIPPON YUSEN KAISHA.**

Hongkong, 8th July, 1930.

SENATE AND THE
NAVAL TREATY.

"SECRET DOCUMENTS"
ASKED FOR.

Washington, July 11.

There has been an interminable debate in the Senate, in which opponents of ratification of the Naval Treaty did their utmost to compel the administration to publish the so-called "secret" documents connected with the Treaty, which according to Senators Robinson and Reed were merely code cable messages between Gen. Dawes and Mr. Stimson and President Hoover, many of which referred to personalities among the delegates.

According to the newspapers, the State Department's reason for not publishing them is that Gen. Dawes therein most candidly and vigorously discussed the peculiarities and idiosyncrasies of certain foreign diplomats at the London Conference.

The controversy ended by the Senate, by 53 to 4, passing a resolution leaving Mr. Hoover to decide the question of publication. It is expected that he will offer the Senate the documents in strict confidence.—*Reuter's American Service.*

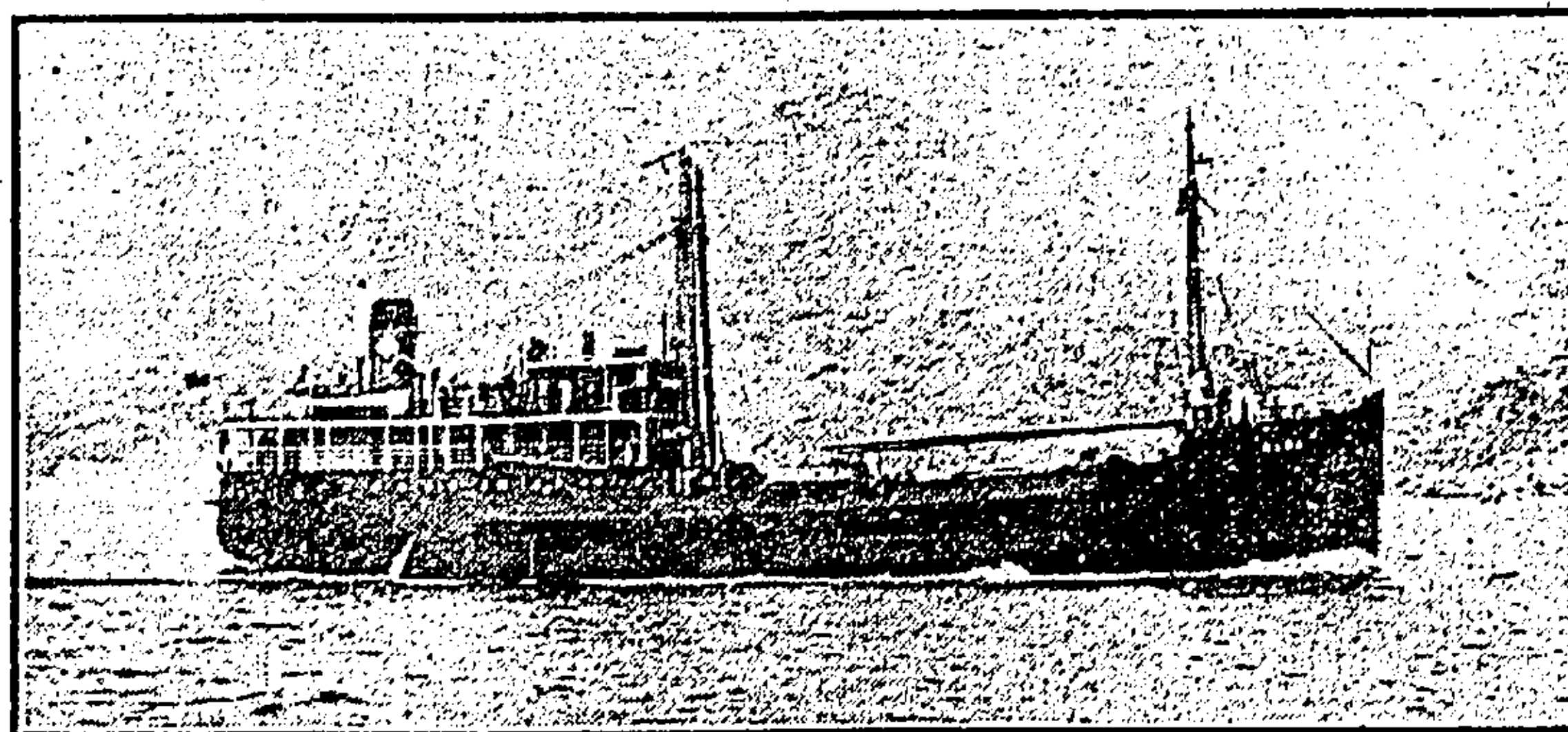
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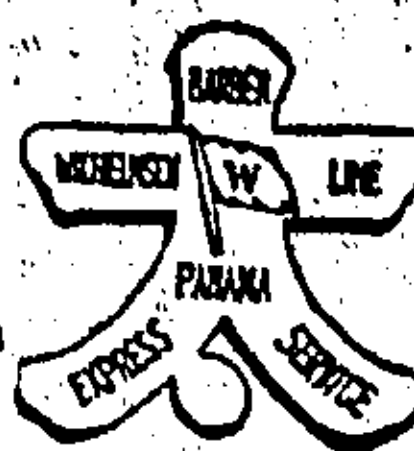
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*KALYAN	9,144	2nd Aug.	M'les, L'don, Hull, R'dm & A'werp
RAJPUTANA	16,568	16th Aug.	Bombay, M'les & L'don
*KIDDERPORE	5,334	19th Aug.	Straits, Colombo & B'bay
*KASHMIR	8,985	30th Aug.	M'les, L'don, Hull, R'dm & A'werp

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TILAWA	10,606	16th Aug.	S'pore, Penang & Calcutta
TALAMBA	8,018	19th Aug.	S'pore, Penang & Calcutta

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*KIDDERPORE	5,334	14 July, noon	Shanghai, Moji & Kobe
RAJPUTANA	16,568	18th July	Shanghai, Kobe & Yoko
TILAWA	10,606	24th July	Amoy, S'hai, Moji, Kobe & Osaka
TALAMBA	10,000	29th July	Amoy, Moji, Kobe & Osaka
KASHMIR	8,985	1st Aug.	S'hai, Moji, Kobe & Yoko
*BORDA	—	3rd Aug.	Shanghai & Kobe

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Towering redwoods, majestic hills and the clash of fighting men in a setting of rare grandeur—Milton Sills in a drama that packs the biggest punch of his virile career!

AT THE MAJESTIC NATHAN ROAD, KOWLOON.

Printed and Published for the Proprietors by FRANKLIN FRANKLIN, at 1 and 8 Wyndham Street, in the City of Victoria Hongkong.

HARBOUR MASTER COMPLAINT.

FORMER "BOY" SENTENCED FOR THEFT.

POSITION OF TRUST.

The Hon. Commander G. F. Hole, Marine Magistrate, was complainant in a case before Mr. Lindsell at the Central Police Court this morning, in which he charged Tong Ming, a former house-boy, with the theft of a silver watch and the theft of a further sum of \$139.

The defendant pleaded guilty. Mr. Lindsell:—Commander Hole, do you wish to say anything about this case?

Commander Hole:—Well, your Worship, I have got mixed feelings about this matter. I am very fond of this boy, who is the son of the old boy whom I promoted up. At the same time I would like to point out he was in a position of trust in my house which he abused.

In reply to another question from the Bench, Commander Hole said that the theft occurred on July 1st, which was a holiday. He went out to Stanley, and when he left the house, the defendant saw him into his ricksha. The theft must have occurred during his absence between 3.30 p.m. and 8 p.m. when he returned and discovered the money missing from his dressing room.

The defendant was sentenced to three months' hard labour on the two charges.

ALLEGED FORGED CHEQUE.

JUDGMENT RESERVED IN SHANGHAI.

Shanghai, July 12. Judgment was reserved in the British Court yesterday in the action over an alleged forged cheque. The plaintiff, a Chinese lawyer named Fung Chung-pat, sues the Bank of Canton for \$1,450 and 500 taels damages.

He alleged that the amount was the sum of a cheque dishonoured owing to the shortage of funds incidental upon the cashing of a cheque which the plaintiff alleges is a forgery, and for which a Chinese employee of his was recently sentenced in the Shanghai Special District Court to 14 months' imprisonment.

The damages are claimed on account of the dishonour caused plaintiff through the cheque not being honoured.—Our Own Correspondent.

FRESH TROUBLE AT BOMBAY.

POLICE FORCED TO CHARGE DEMONSTRATORS.

Bombay, July 11. Sixty participants in the civil disobedience campaign were injured in disorders resulting from attempts to hold Nationalist demonstrations on the Maidan, despite a police ban.

Of these, forty were injured in a lathi charge by the police.

Those injured include Mr. Modi, the President of the Bombay Congress Committee, who led one of the processions.

Police armed with lathis, as well as mounted police, are stationed at all points leading to the Maidan Esplanade, where the Nationalist Militia is expected to assemble.

Lorry loads of British troops are also standing by.—Reuter.

BRITISH AEROPLANES FOR BELGIUM.

SIX ORDERED FOR WORK IN THE CARGO.

London, July 11. Six British air-liners of the latest type have been ordered by the Belgian Government for air lines in the Congo. These machines, which are known as Westland Wessex, are triple-engine monoplanes driven by three major engines giving a total horse-power of three hundred. Accommodation is provided for five passengers, a pilot and navigator, and the machine, with a full load, can fly with any one of its three engines stopped. It is to be used over long tracts of jungle where a forced landing would be particularly unpleasant.—British Wireless.

FAIR WEATHER.

The weather forecast for the twenty-four hours ending at 10 a.m. to-morrow is:—West winds, moderate, fair.

RIOT OCCURS AT TSINGTAO.

MERCHANTS RESENT HIGH TAXES.

STORM NATIVE CUSTOMS AND DESTROY DOCUMENTS.

TROOPS CALLED OUT.

Shanghai, July 11. A serious riot, involving importers and exporters in Tsingtao and the local Government there, occurred yesterday afternoon when the Native Customs House, which has no connexion with the Chinese Maritime Customs, was stormed by hundreds of merchants following concerted action against the imposition of high taxation.

The importers and exporters are said to be hard pressed by the high taxation collected by the Nationalist officials since their evacuation from Tsingtao and the establishing of the Shantung Provincial Government at Tsingtao.

Troops Called to Scene.

The rioters destroyed many documents and office equipment at the Native Customs House and in a melee with Government officials they caused much excitement to residents near-by. Nationalist troops eventually arrived in force to suppress the disturbance and arrested ten of the ring-leaders.

The feelings of the Chinese merchants are said to be running high in view of the repeated demands for funds by the Nationalist officials and the attempt to increase native import and export taxes.

Further Threats.

The Tsingtao merchants threaten to indulge in further demonstrations against the high taxation, and it is understood that the Nationalist Government is seeking the assistance of the Chinese Chamber of Commerce with a view to effecting a compromise.

General Han Fu-chu's troops, defeated at Tsinanfu, are holding Tsingtao and intend to launch a counter-attack from Weihsen and Tsingtao to recapture Tsinanfu.

Bandits Enlisted.

General Han Fu-chu's Army has suffered heavy casualties during its retreat from Tsinanfu and in this connexion he is understood to be enlisting thousands of bandits along the Tsinanfu-Kiaochow Railway for amalgamation with the Nationalist Divisions.

Over five thousand Red Spear bandits, a notorious bandit gang in North China with vast ramifications, have surrendered to General Han Fu-chu, and these units will be formed into one Nationalist Division.

Further Retreat.

General Han Fu-chu has further retreated from the Tsinanfu-Kiaochow Railway and indications are that he is finding the work of defending the railway too much for him on account of the strong Shanai force engaged in the fighting there.

Along the Tsitsin-Pukow Railway, Marshal Yen Hsi-shan has instructed his Divisional Commanders to launch a simultaneous attack against Yenchow, commencing on Sunday. The battles between Yenchow and Taian have continued and the outcome of the fighting in this railway is problematical. A great deal will depend upon the ability of the Nationalist army to hold Yenchow.

SHEFFIELD TO SHOW ITS WARES.

MASTER CUTLER'S VISIT TO SOUTH AMERICA.

London, July 11. Mr. A. K. Wilson, who this year holds the historic post of Master Cutler of Sheffield, is proceeding next month on a three months' tour of South America. He will visit Argentina, Brazil, Chile, Peru and Uruguay taking with him examples of the finest Sheffield work in steel. He will investigate marketing conditions and the requirements of the countries visited.—British Wireless.

GOING TO AMERICA NEXT WEEK.

SHAMROCK THE FIFTH NOW BEING PREPARED.

London, July 11. Sir Thomas Lipton's "Shamrock the Fifth," the British challenger for the America Cup, will leave for America at the end of next week. She is at present at Gosport undergoing the modifications necessary before a racing yacht can safely face the rigours of the Atlantic crossing. The first of the seven races for the Cup is fixed for September 13.—British Wireless.

GOLF IN A HEAT WAVE.

SARAZEN HAS ARGUMENT IN AMERICAN OPEN.

POND IN THE WAY.

Interlachen, July 11. The American Open Golf Championship was continued here to-day. The heat was terrific, the thermometer in the pavilion registering 101 degrees.

Gene Sarazen had an argument with the referee at the ninth hole. He called in the President of the American Golf Association to decide whether he should play across a big pond—the referee's decision—or play up the first fairway.

Sarazen played according to the President's decision, making a perfect chip shot for a par five and returning a score of 154. The leading scores for the 36 holes up to the present are:

Macdonald Smith	145
Armour	146
Perkins	150
Al Espinosa	154
G. Voigt	155
J. Kirkwood	158
Harrison Johnson	161

The leading scores for the first 18 holes were as follows:

Macdonald Smith	70
Tommy Armour	70
Bobby Jones	71
Walter Hagen	71
Horton Smith	72
Joe Turnesa	72
Johnny Farrell	74
Jim Barnes	74
Leo Diegel	75
Don Moe	75
Bill Melhorn	76
Perkins	76
Gene Sarazen	76
Al Espinosa	76
Cyril Toller	80
Harrison Johnson	80
Von Elm	80
Chick Evans	81
Jock Hutchison	84

—Reuter's American Service.

COUNTY CRICKET RESULTS.

(Continued from Page 1.)

at 47 for no wickets, being decided on the first innings.

Kent v. Middlesex.

After Kent had been dismissed for 287, Middlesex went in to return to the pavilion very rapidly. The Middlesex batsmen could do nothing against the attack of Freeman and Harding and the whole side was sent back for modest 87. Freeman took five wickets for 30 and Harding four for 21. Kent made 68 for three in their second knock, but when Middlesex went in again they batted much better and Hearn scored a fine century. He made 144 of the total of 333 runs. This time Freeman took five for 136.

Warwick v. Notts.

Warwick made 520 in the first innings when Santall scored 105 and Kilner 97. Notts, replied with 391, Whysall maintaining the fine batting form he has shown recently and making 158. In an attempt to force a win, Warwick declared at 125 for one wicket in their second innings, but Notts, went in again to play out time. Their score was 169 for two when the match came to an end.

Yorkshire v. Somerset, Yorkshire were dismissed for the comparatively poor total of 161 in the first innings, but their bowlers soon skittled out Hampshire for only 103. Bowes took five wickets for 36 runs. Going in again Yorkshire declared at 292 for three wickets. The greater part of the scoring had been done by Oldroyd, who carried his bat for 164. Somerset were dismissed for 180 in the second innings, giving Yorkshire a comfortable victory. Rhodes took four wickets for 39 runs.—Reuter.

To-day's Matches.

The following matches are starting to-day:
Essex v. Middlesex at Leyton.
Kent v. Surrey at Blackheath.
Sussex v. Hampshire at Brighton.
Notts v. Derbyshire at Nottingham.
Worcester v. Gloucester at Worcester.
Glamorgan v. Yorkshire at Swansea.
Somerset v. Leicester at Taunton.
Lancashire v. Warwick at Manchester.

JAPAN & ITALY IN DAVIS CUP.

EACH WINS MATCH IN THE ZONE FINAL.

Genoa, July 11. In the European Zone final of the Davis Cup Competition, Italy and Japan each won a singles match to-day.

De Stefani (Italy) beat Ohta 6/3, 6/4, 4/6, 6/4.
Harada (Japan) beat Denorpurgo 6/4, 6/3, 7/5.—Reuter.

ALL-TALKING-SINGING!

UNIVERSAL'S ALL-TALKER

"MELODY OF LOVE"

A STORY OF LOVE IN FRANCE

with

WALTER PIDGEON
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MUSICAL

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BROX SISTERS

"PILGRIM PAPAS"

AT THE

QUEEN'S Final Showings To-Day
At 2.30, 5.10, 7.15 and 9.20.

JOAN CRAWFORD

NILS ASTHER



"DREAM OF LOVE"

AT THE WORLD FINAL SHOWINGS TO-DAY
At 5.15 & 9.20

At 2.30 & 7.15 Chinese Picture "SPARROWS OF WAR"

At 5.30 & 9.15 p.m.
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John Gilbert
in
Twelve Miles Out
with
JOAN CRAWFORD

AT THE STAR FINAL SHOWINGS TO-DAY
At 2.30 ONLY